THE LITERARY DIGEST

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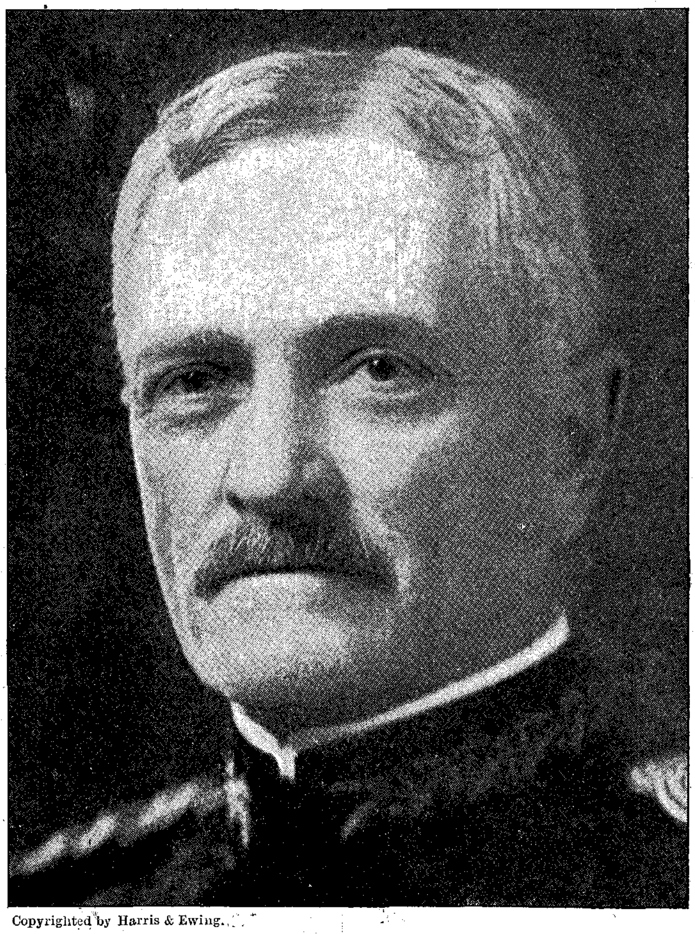
TOPICS - OF - THE - DAY

HOW THE DRAFT WILL WORK

EVERY YEAR THE JAPANESE CELEBRATE with banners and public rejoicing the day their young men are called to the colors to begin training for the service of their country. Not less, it is expected, will be the spirit of patriotic devotion in which the people of the United States greet June 5, 1917, the day prescribed by President Wilson for registration under the Selective-Draft Law. For on that day, as the New York *Evening Mail* states, "will be laid the foundation for the great bulwark that the American people have pledged themselves to build in defense of the liberties of the world." It is estimated that Registration Day will give the Government a list of 10,000,000 men, of ages ranging from twenty-one to thirty years, from which the first 500,000 of the new National Army will be selected, to begin training about September 1. Because of this registration, remarks the St. Louis *Globe Democrat*, "for the first time in over fifty years the United States will be prepared to call to the colors the fittest of its citizens on an equitable basis." The tremendous significance of Registration Day is further illuminated by the astonishingly frank admissions, in recent London and Paris dispatches, that "America will soon become the dominating factor of the war," and that "if America were to make a separate peace with Germany, it would be impossible for other states to continue the war."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TO LEAD OUR FIRST EXPEDITIONARY FORCE.

General John J. Pershing regards the draft as "a triumph for the cause of democracy." In an interview immediately after the passage of the bill he said: "I would rather live now and have my share to perform in events of to-day than to have lived in any past period of the world's history or to witness any events that the distant future may hold in store. This is the beginning of a wonderful era."

But apart from these broader aspects of the draft, there are many specific details of its operation with which the public mind is at this moment intensely concerned. Ugly suggestions have been heard that favoritism would have a voice in its enforcement—such as Congressman Mann's remark in the House that "the sons of the common people are to be drafted into the Army, while those of Cabinet officers are to get fat jobs." There have been honest questionings as to how the matter of exemptions could be equitably decided, and there has even been some vagueness as to who had to register and who did not. We will therefore gather together in this article such available official and unofficial information as throws light on these and other points in the actual operation of the Draft Law.

In the first place, it is interesting to note that in the passage of the bill through Congress the period of con-

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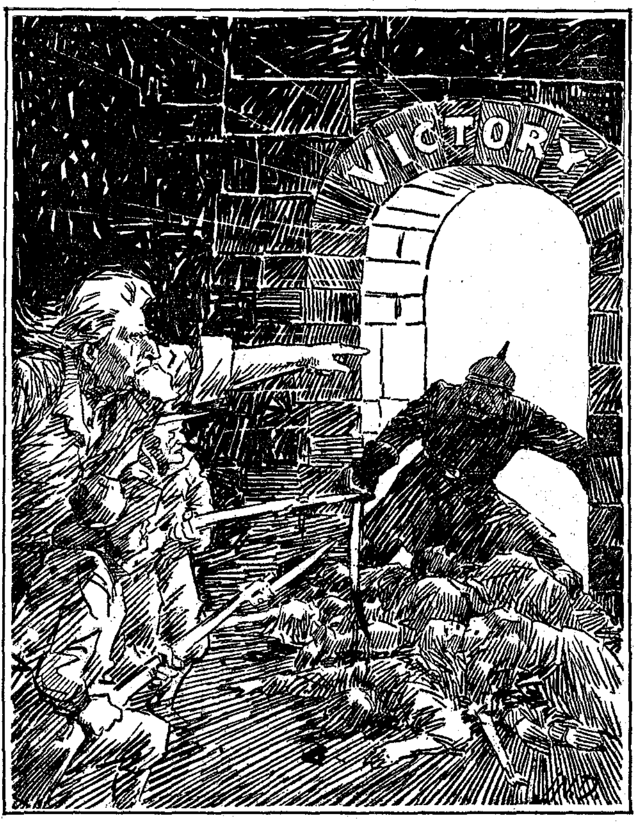
scription was changed from "during the period of the war" to "during the present emergency." In the second place, as section 2 of the bill explains, "such draft as herein provided shall be based upon liability to military service of all male citizens, or male persons not alien enemies who have declared themselves to become citizens." To make possible the registering of the necessary information about 10,000,000 men in one day of fourteen hours, the Government will utilize the local election machinery of the various States, coordinated under one central authority. Altho the draft itself will not apply to aliens, registration is compulsory for every male resident of the United States, aliens included, who has reached his twenty-first and has not reached his thirty-first birthday, except those who are already in the military or naval service of the United States. The penalty for failing to register is a year's imprisonment and enforced registration. A year's imprisonment is also the penalty for making false statements at registration, whether about oneself or another person. Sickness, physical disability of any kind, or absence from home does not excuse failure to register. National Guardsmen not mustered into the service of the United States before June 5 must register. The Canadian Government has closed the border to American citizens of military age until after Registration Day.



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THERE IS ONLY ONE WAY OUT.

—Darling in the New York *Tribune.*

An official warning to men of military age against attempts to evade the draft moves the New York *Morning Telegraph* to say:

> "There is no way of escape. The age of a conscript is easily determined by documentary or other evidence, and those who fail to register in the insane belief that they may be overlooked will be hunted out and punished. And the punishment will not save them from service. After a stretch in jail the offender will have to join the colors; the only difference between him and the other soldiers being one of character, in the estimation of the War Department."

After registration the actual process of selective draft will begin. To decide on exemptions, local boards of three or more members will be appointed by the President, their decisions to be subject to appeal to Federal district boards. Some observers see in these local boards a promise of fair decisions based on a knowledge of the facts, while others regard them as the weak spot in the law because, as one paper remarks: "The local board of a community will be composed of citizens of that community who are in politics more or less, and it has been demonstrated more than once that, in rural districts particularly, 'kissing goes by favor.'" But "there is no ground for such a fear," according to Brig.-Gen. Enoch H. Crowder, Judge-Advocate General and Provost-Marshal General, who is quoted in *The Army and Navy Journal* as saying:

> "The law is specific and allows no latitude to the boards, either in the matter of registration or in the later matter of exemption from service. In fact, the law is self-executing. Every man within the age limits fixt must register, and the penalty of the law for evasion of registration will fall not only on the man who fails to appear, but on any member of a registration board who may be shown to be in collusion with the person who attempts to escape his duty. The law provides the penalty of imprisonment with no alternative of fine for any official or any registered man who shall make a false return or connive at such a practise. The safeguards against favoritism or evasion are ample."

Married men are not exempt from the operation of the draft law merely because they are married. As a Washington dispatch explains:

> "Many married men will be drafted into the military service, but only when their wives and children are not financially dependent upon them.
>
> "Wives rich in their own right, whose husbands fall within the prescribed age-scale, will have to give them up for the period of the war.
>
> "This rule is not general, since some wealthy married men will be numbered among those who are of greater potential value to the nation in their usual vocations than they would be at the front.
>
> "Many unmarried men with relatives wholly dependent upon their earnings will be exempt for this reason, if for no other."

The religious total exemption clause of the Draft Bill defines one class that may claim exemption as follows:

> "Members of any well-recognized religious sect or organization, at present organized and existing, whose creed forbids its members to participate in war in any form, and whose religious convictions are against war or participation therein in accordance with the creed of these religious organizations."

(Form) No.....

REGISTRATION CARD

1—Name, in full..........................Age, in years......

2—Home address.......................

3—Date of birth.......................

4—Are you (1) a natural-born citizen, (2) a naturalized citizen, (3) an alien, (4) or have you declared your intention (specify which)?.....................

5—Where were you born?.........................

6—If not a citizen, of what country are you a citizen or subject?.........................

7—What is your present trade, occupation, or office?...........

8—By whom employed?.........................

Where employed?.........................

9—Have you a father, mother, wife, child under 12, or a sister or brother under 12 solely dependent on you for support (specify which)?.............................

10—Married or single (which)?.............

Race (specify which)?................

11—What military service have you had? Rank.............

Branch..........Years..........Nation or State.............

12—Do you claim exemption from draft (specify grounds)?.......

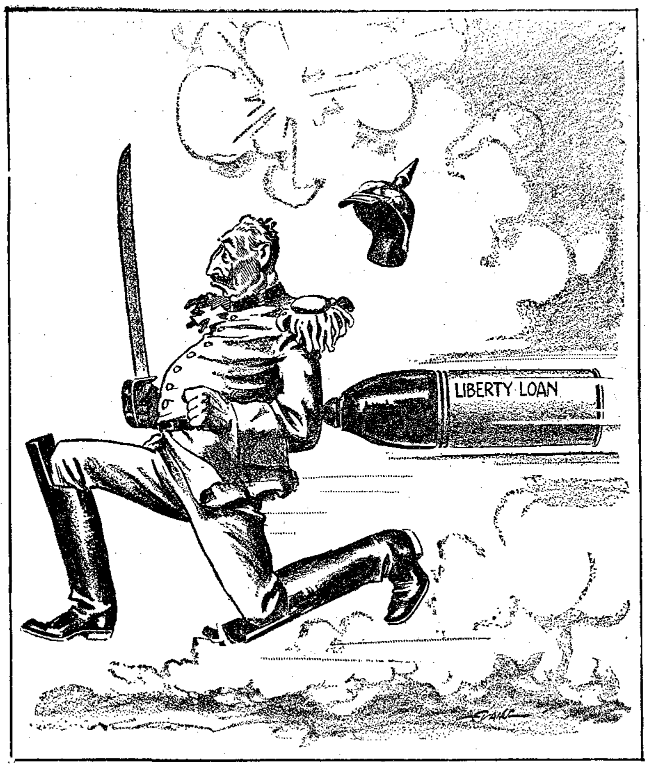
I affirm that I have verified above answers and that they are true.......................................(Signature)

(If person is of African descent, tear off this corner)

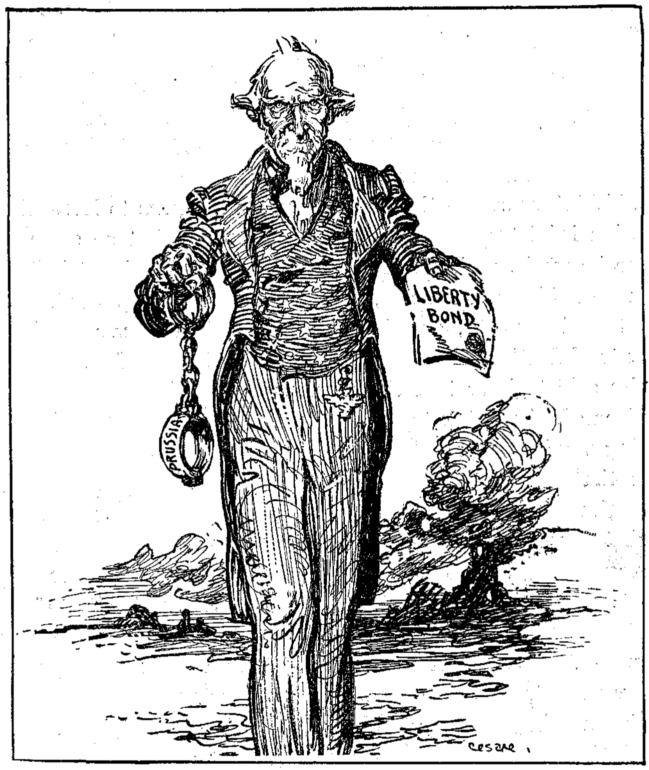
QUESTIONS TO BE ANSWERED JUNE 5.

Other exemption features are thus conveniently summarized by the Tacoma *News-Ledger:*

"The Selective-Draft Bill authorizes the President to exempt or to require only partial military service from customs-house clerks; persons employed in the transmission of mails; artificers



"IT BEATS THE DUTCH."
—Evans in the Baltimore *American.*



BONDS—WHICH?
—Cesare in the New York *Evening Post.*

WHAT THE LIBERTY LOAN MEANS.

and workmen employed in the armories and navy-yards, and 'such other persons employed in the service of the United States as the President may designate'; mariners actually employed in the service of any citizen or merchant in the United States; persons engaged in 'industries found to be necessary to the maintenance of the military establishment or the effective operation of the military forces or the maintenance of the national interests during the emergency'; persons in a status, 'with respect to persons dependent upon them for support, which makes their exclusion or discharge advisable'; and those found to be physically or morally unfit.

"It is a question whether those engaged in agriculture would be exempt. It appears that the President has discretion to decide in this case as well as in the case of men operating railroads."

Nobody knows, according to the New York *Evening Post*, exactly what steps will be taken to check up the statements made by men in registering:

"Undoubtedly, in some cases, false statements will be made, and there are several ways in which such statements might be traced from public records; but the best way of all, officials believe, will be the simple expedient followed in England of *publishing lists of the men called and exempted in every district.* Then, it is pointed out, if Mrs. Jones, whose only son is called, sees that the only son of Mrs. Brown in the next house is exempted, the authorities are quite certain to hear of any reasons which might prompt them to reconsider young Brown's exemption. The British report that this plan has elements of human psychology that are preferable to red-tape methods."

The draft registration cards—one of which is reproduced herewith—contain twelve questions which must be answered. An official circular issued by Brigadier-General Crowder explains these questions and tells how to answer them. From a condensation of this circular in the New York *World,* we quote as follows:

"Inasmuch as the question, 'Do you claim exemption (specify grounds)?' promises to be the most knotty, the guide goes into it in detail as follows:

" 'Because you claim exemption from draft, it by no means follows that you are exempt. For the information of the War Department you should make a claim now if you intend to prosecute it. Some persons will be exempted on account of their occupations or offices, some on account of the fact that they have relatives dependent upon them for support.

" 'In stating grounds you claim as exempting you, use one of the following terms: If you claim to be an executive, legislative, or judicial officer of the State or Nation, name your office and say whether it is an office of the State or Nation. If you claim to be a member of a religious sect whose creed forbids its members to participate in war in any form, simply name the sect.

" 'If you are employed in the transmission of the United States mails or as an artificer or workman in an armory, arsenal, or navy-yard of the United States, or if you are a mariner employed in the sea service of any citizen or merchant within the United States, so state.

" 'If you are a felon or otherwise morally deficient and desire to claim exemption on that ground, state your ground briefly. If you claim physical disability, state that briefly. If you claim exemption on any other ground, state your ground briefly.'

"This further injunction is given by General Crowder in connection with claims for exemption on account of dependent relatives:

" 'Consider your answer thoughtfully. If it is true that there is another mouth than your own which you alone have a duty to feed, do not let your military ardor interfere with the wish of the nation to reduce war's misery to a minimum.

" 'On the other hand, unless the person you have in mind is solely dependent on you, do not hide behind petticoats or children.'

"What constitutes a natural-born citizen, a naturalized citizen, and an alien is defined thus:

" 'A natural-born citizen is one born in the United States, Hawaii, or Alaska. If born in Porto Rico, the person is natural born unless of alien parents.

" 'A naturalized citizen is one who has taken out his final citizenship papers. Those who have merely declared their intention of becoming citizens or taken out "first papers" are "declarants." All who do not fall within these three classifications are aliens.

" 'Alien enemies will be required to register, but undoubtedly will not be drafted,' states the guide.

" 'Declarants,' it is inferred, may be drafted, unless they are of enemy birth.

"Question 10, 'Married or single (which)?' and 'race (specify which)?' does not 'ask whether you were once married, but whether you are married now.' In answering as to race, those registering are to state briefly whether Caucasian, Mongolian, Negro, Malay, or Indian.

"Citizens living in foreign countries may register through the nearest American Consul."

OUR ANTICONSCRIPTION ENEMIES

MINES HAVE BEEN LAID to start a reign of terror throughout the country as soon as the Conscription Law becomes effective, according to revelations given by Upton Sinclair, novelist and Socialist, to the Federal authorities at Los Angeles. Press dispatches from that city quote Mr. Sinclair as saying that since he sent a telegram to Kerensky, Russian Minister of War and Marine, urging that no separate peace be made, and one of commendation to President Wilson because of his stand for war, there has been a split in the American Socialist party, and he and other friends have received threats of death over the telephone and by letter. Mr. Sinclair is also said to have told Government investigators that Emma Goldman had written to him hinting that the anticonscription rioting would be "nearly civil war." Coincidently, the press note that Emma Goldman spoke with other anarchists, I. W. W. agitators, and so-called Socialists at a meeting in New York to protest against conscription. There she is reported as having declared that "when America said she went into this war for democracy, she put on the books a ghastly lie. If we want democracy, let us begin at home. We need it worse than Germany." Literature against conscription was freely handed out, we are told, and an announcement was made at the end of the meeting that two thousand persons signed protests in which the following words appear:

> "Let the workers of the United States at once follow the heartening example of their Russian brothers and form a nation-wide congress of workers, which shall work hand in hand with the Council of Workmen and Soldiers in Russia against a war that cripples or kills millions of working people and enriches a few capitalists, and inaugurate here, as in Russia, the reign of freedom, justice, and peace."

The purposes of the No-Conscription League are set forth in its circular, which reads in part as follows:

> "We oppose conscription because we are internationalists, antimilitarists, and opposed to all wars waged by capitalistic Governments. We will fight for what we choose to fight for; we will never fight simply because we are ordered to fight.
>
> "We believe that the militarization of America is an evil that far outweighs, in its antisocial and antilibertarian effects, any good that may come from America's participation in the war.
>
> "We will resist conscription by every means in our power, and we will sustain those who, for similar reasons, refuse to be conscripted.
>
> "Resist conscription. Organize meetings. Join our league. Send us money. Help us to give assistance to those who come in conflict with the Government. Help us to publish literature against militarism and against conscription."

The New York *World* thinks that the "anarchist agitators" who stimulate draft-riots to defeat selective conscription may find the cure worse than the disease, and recalls that of more than one thousand men killed in the Civil War draft-riots few were soldiers. The loss of life by the rioters themselves was greater than it would have been in a considerable pitched battle, and "their rather disgraceful death did not stop the draft."

All "conscientious objectors" are urged to register under the draft law in a statement issued by the American League Against Militarism, which bears the signatures of Oswald Garrison Villard, Lillian D. Wald, Benjamin Marsh, Dr. John Haynes Holmes, Winter Russell, Jonathan C. Day, Frederic P. Lynch, and others, who, the press tell us, have conducted an active campaign against armaments and military establishments. Those who object to military service "on religious or other conscientious grounds" are enjoined to claim their exemption in the legal way laid down by the provisions of the bill and are advised that "obedience to law to the utmost limit of conscience is the basis of good citizenship. Public understanding and sympathy in this case should not be alienated by misdirected action."

"NO ANNEXATIONS, NO INDEMNITIES"

"PEACE WITHOUT ANNEXATIONS or indemnities" is a cry which has been given many diverse meanings. It has been taken up in Russia, in Berlin, and by socialists of our own country. On the one hand, it is spoken of by the New York *Globe* as a restatement of a policy to which President Wilson long ago committed this country. The Allies, in the *Globe's* opinion, will not need "to recast or materially modify the terms on which they have said they are willing to negotiate to realize peace without annexations or contributions." On the other hand, the Cleveland *Press* thinks that "no annexations and no indemnities" probably will be the German peace-offer, and an offer to be spurned. The phrase has compelled restatement of Allied aims in the British Parliament and in the French Chamber of Deputies, and Washington correspondents say that President Wilson will shortly redefine America's attitude toward the war in the light of this oft-repeated phrase.

"No annexations and no indemnities," has been called by the New York *Sun* "a device of the enemy to sow discord between Russia and her Allies." But the New York *Times's* Petrograd correspondent believes that Russia will explain the phrase as meaning that her working-class are willing to carry on the war against Germany, but can not support the present war-program of the Allies. Foreign Secretary Terestchenko has given assurance to the various Allied Foreign Offices that Russia, while repudiating the policy of Peter the Great for unlimited conquest, perceives that a victory of the liberalists in Russia is possible only by a complete victory over Germany.

British and French discussions of Russia's position show an appreciation both of the dangers in the "no annexation and no indemnity" policy and of the high ideal for which it stands. Lord Robert Cecil, British Minister of Blockade, tried in a speech in the House of Commons to make it plain that the Allies wish to secure a peace founded on national liberty and international amity, and that all imperialistic aims based on force or conquest are completely absent from their purposes.

An emphatic reply to the "no-annexation" formula was made by Premier Ribot, of France, in opening the Chamber of Deputies last week. He warned against a literal acceptation of the term, but accepted it as meaning simply "no conquests and no covetousness." He explained that the restoration of Alsace and Lorraine was not a question of annexation and reparation for devastated provinces nor a matter of indemnities. Indemnity for Belgium or Servia, said the Premier, "is a contribution which is inflicted as a fine for wrong done. It is a requirement which both law and equity demand." As for Alsace and Lorraine:

> "Germany annexed these provinces, always French until yesterday. There stands Germany, the culprit guilty of annexation. We ask simply for restitution of what belongs to us, and not for annexation."

To restore the map of Europe to what it was before the war would be a process which the New York *Globe* condemns as "highly imperialistic and unjust." And *The Globe* appeals for a moment to the imaginations of liberty-loving Americans:

> "Imagine saying to the remnants of the Armenian people, or to the poor refugees of Palestine, or to the Arabians, who have long abominated Turkish rule, that they must resubmit themselves to the tyranny of the Sultan.
>
> "Imagine telling the people of Lorraine, inhabitants of the province that gave Joan of Arc to France, and telling the Alsatians, who, after two generations of German rule, have seen 22,000 boys during the ten years preceding the present war enlist in the Foreign Legion of the French Army, that they are to be divided between Prussia and Bavaria.
>
> "Imagine telling the Poles of Posen that they are to hope no more, and that even if Poland is to rise free and glorious they are to continue to feel the tyranny of Berlin!
>
> "Imagine telling the Italians of the Trentino and of Istria that the Hapsburgs are to remain their masters!

"Imagine telling the Czechs, and the Slovaks, and the Servians, and the Roumanians, and the Danes, who are under hated German dominion, that the Russian peasant is to be free, but they are to remain slaves!"

Last week the Washington dispatches printed an account of German plans for a middle-European empire. Our papers point out that a peace restoring the *status quo* which left Germany in control of the territory belonging to the nations now her allies would be a victorious peace for Germany. The New York *Sun* considers the new publicity given to the Pan-German plot is a valuable warning that an inconclusive end of the war is to the advantage of Germany. A group of our prowar Socialists see the same peril, saying in a statement published in Washington and quoted by the New York *Times:*

"A return to the conditions existing before the war, it is evident, would mean that all Europe would be helpless when confronted by the new central empire Germany has established. The German Socialists, like the Kaiser, even demand that the peace-treaty shall restore the previous economic conditions, forbidding all defensive economic union on the part of other nations. Germany's colonies would also be restored, and England's self-governed colonies would everywhere be threatened, except in Canada. Russia would be in Germany's military and economic power."

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"THE LLOYD GEORGE OF RUSSIA."

A. F. Kerensky, Russia's new Minister of War, is a Socialist and the youngest member of the Cabinet. "Let us show the world," he said to the Peasants' Congress, "that we can not only destroy, but create." He is the idol of the Army, altho he has ordered all deserters back to the trenches and declared his intention to restore "iron discipline." On May 22 agents of the old régime attempted his assassination.

To call the war a draw, with Germany's grip on Austria and Turkey unshaken, would in the New York *World's* phrase, "leave German democracy helpless, German absolutism victorious, a world endangerment." Germany, after such a peace, would be in a position to begin at once preparation for the next war, the New York *Times* points out. She would have made a start toward world-empire. In consequence, the other Powers would try to keep her from realizing her aims. To do so they would have to arm more heavily than ever before, and arm permanently. "For generations to come men would live under the shadow of war and under the pressure of intolerable taxation." Thus in calling for a compromise or stalemate peace, in accordance with their "humbug program," "no annexations, no indemnity," the pacifists and socialists would be working, not as they think, for peace, but "for a world in arms, feverishly preparing for Armageddon, for a war compared with which this one would sink into the second place."

America's duty, the Chicago *Tribune* points out, is "to show the German people that Pan-Germanism has no meat on it," that "Pan-Germanism is a funeral—not our funeral, but theirs." Or, according to the Springfield *Republican's* way of putting it, we must first help win this war, "for if that is lost the terms of peace will be made in Berlin, which for a year has been industriously engaged in the reorganization of Europe." If the war were to end with things as they are, "Germany would be the sole victor," and there would come into being the most powerful military empire ever created, under the control of the warrior caste and business interests of Germany. *The Republican* does not believe that we realize how far Germany has gone in organizing her mid-European empire, and it points out some of the steps already taken:

"1. Poland set up as a kingdom under Teutonic control.
"2. Lithuania put under a German ruler.
"3. Belgium partitioned into Flemish and Walloon provinces, under German suzerainty.
"4. Alsace-Lorraine divided between Prussia and Bavaria.
"5. Galicia set apart to give Germans control of the Austrian Reichsrath.
"6. Servia absorbed by Austria and Bulgaria.
"7. Roumania cut in two and half of it shared between Bulgaria and Austria.
"8. The '*All-Deutsche*' Danube scheme realized.
"9. Economic agreements between Hungary and Austria and between the Dual Monarchy and Germany completed by the Governments and lacking only parliamentary ratification."

The Republican believes that while we must turn all our energies and center our attention upon winning the war, the revolution has made necessary a restatement of Allied war-aims. It agrees with a Petrograd press correspondent who thinks that to restore warlike enthusiasm in Russia, it is necessary that the people "should receive clear and definite proof that the Allies have no imperialistic—or what the Russians consider the same—nationalistic aims." And *The Republican* concludes:

"Full agreement as to war-aims is perhaps not to be expected, but with concessions on both sides it should be possible to find a program which can stand on its merits, and to which all can subscribe in the common interest, even if some sacrifice is involved. The more sharply it can be distinguished from the German war-aims the more will it be worth the enormous cost of life and treasure that will be called for before victory is in sight."

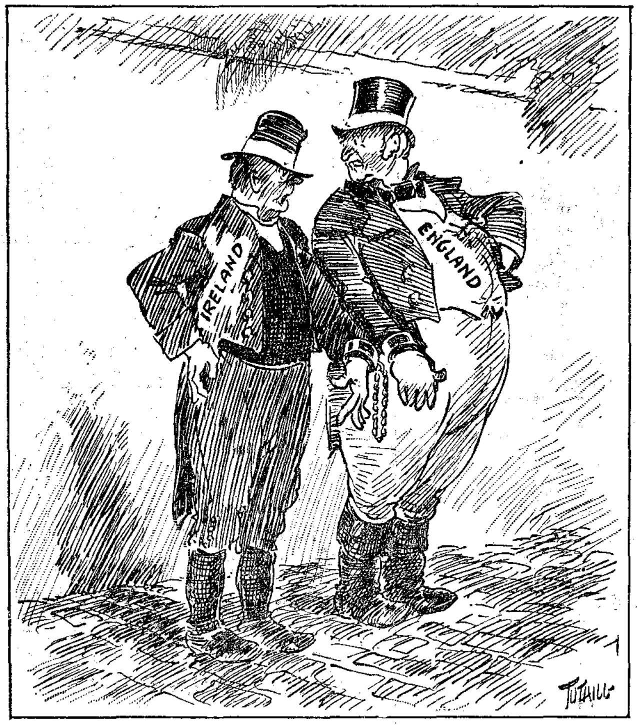
The Pacifist-Socialist plea for a "peace without annexations or indemnities," is thus voiced by *The Appeal to Reason* (Girard, Kan.):

"There is no hope of an early peace so long as some of the Entente Allies demand land and gold. The war would be over now if the other Allies had taken the same position declared before the world by the United States and Russia. The reason the Socialists of Germany and Austria-Hungary are fighting for their Governments is because they feel convinced that their enemy lusts for conquest and indemnity. So long as some of the Entente Allies persist in their greedy aims the peoples of the Teutonic nations will stand solidly behind their despotic rulers. Neither the Kaiser nor Hindenburg would have the slightest influence over the German Socialists if every nation now at war with them would take the same position taken by the United States and Russia."

The Socialist New York *Call* condemns the "capitalist press" for "making it appear that the Socialists are blind and brutal, and demand a German victory." It believes in the "no annexation" program, but realizes that "there are exceptional cases to be taken care of in exceptional ways." And it cites Belgium, northern France, Poland, Alsace-Lorraine, and Armenia as among the "exceptional cases" in point.

IRELAND'S CHANCE TO GOVERN HERSELF

"FOR THE FIRST TIME in her history, Ireland has been asked virtually to settle a problem for herself," said John Redmond, the Irish Nationalist leader, in the House of Commons in welcoming the proposal of Prime Minister Lloyd George that the Cabinet summon a convention of representative Irishmen to frame and submit to the British Parliament a constitution for the future government of Ireland. The plan is an alternative to the one rejected by the Irish party, which would give immediate application of the Home Rule Act to Ireland, but exclude the six counties of northeast Ulster. One thing common to the failure of all attempts to arrive at a settlement of the Irish question, said Lloyd George, is that the proposals emanated from the British Government. The present Government, therefore, decided to invite Irishmen themselves to put forward proposals and change the previous status of affairs when Great Britain undertook "all the construction and Ireland all the criticism." In suggesting that Ireland draw her own plan, Lloyd George is quoted as saying that the method has succeeded in Canada, Australia, and South Africa, and that he could not help thinking that what has been accomplished there can be achieved in Ireland. The constitutional convention, he said further, "must be representative of all classes and interests in Ireland, including the Sinn-Feiners, the local governing boards, the trades-unions, and commercial and educational interests. It must be really representative of Irish life and activities in all forms, the delegates chosen by their respective bodies." It had been suggested that the chairman of the convention should be named by the Crown, and the Premier also stated that the deliberations "must be behind closed doors." The Americans framed their Constitution behind closed doors, so did Canada and South Africa, and he entreated the House "to believe that nothing but special war-considerations would have induced the Government to take up the settlement of so thorny a problem in the midst of a great war," for—



FIFTY-FIFTY.
—Tuthill in the St. Louis *Star*.

"Evidence has accumulated from many quarters as to the importance from the war point of view of getting the controversy settled in order to win the good-will and cooperation of the Irish race throughout the world. The support of Ireland as a whole is essential to victory. For that reason I appeal to Irishmen of all sections, and especially the patriotic spirit of Ulster, to help."

Following the Premier, John Redmond is quoted as saying that as Ireland is asked to draft a constitution for herself, the proposal "carries with it the implied obligation that Great Britain would be only too glad to accept the decisions arrived at," and tho aware of the difficulties in the way, he took it for granted that all sections of Irishmen will feel it their duty to come in and meet their fellow countrymen, for "we must not shrink from a compromise, and if we can obtain a substantial agreement it will be worth all the heartburnings and postponements of the last thirty or forty years." Sir Edward Carson, the Ulster leader, said that "if every one enters the convention with freedom and an honest desire to do his best for the country and the Empire, it may be successful."

The New York *Journal of Commerce* hopes for some kind of a compromise between the Irish parties, yet feels that antipathy between the sections will be difficult to reconcile.

As if in proof of this, *The Irish World* (New York) scoffs at the convention proposal of Lloyd George, because such a gathering "would offer Mr. Redmond and his Parliamentary colleagues an opportunity for posing as heroic defenders of Irish liberties, fighting against irresistible odds," and proceeds:

"The convention itself, as Lloyd George and his Irish Parliamentary allies no doubt foresee, will be an abortive affair. What matter if it be such? It will serve the double purpose of furnishing Lloyd George with the excuse for shifting the odium of England breaking her pledged word to Ireland upon the Irish themselves, and will also exhibit the Irish M.P.'s as making desperate efforts to induce the English Government to carry out its plighted word."

The New York *Freeman's Journal* shows a similar feeling when it calls the project for a convention a "very clever plan for discrediting Ireland and the Irish cause before the world, devised by a very unscrupulous English politician." It is known beforehand, according to this journal, that the Ulster Orangemen and their Unionist allies will hold out against anything like real self-government for Ireland. If the Irish Nationalists do not submit to Orange and Unionist dictation, the cry will be raised that the Irish and not England are responsible for the unfavorable conditions in Ireland. In that way it is hoped the world "will forget how England failed to keep her promise to the Irish nation in the matter of a very limited self-government."

The Gaelic American (New York) contends that the body to be called together is not a "convention," but a "conference," because a convention is a body of elected delegates, while the gathering proposed will be selected by the British Government. It will not be a free assembly, for Lloyd George announces that it will deliberate behind closed doors, with a chairman selected by the British Government. This chairman will have arbitrary power and will be supplied with an *agenda* beyond which the assembly may not go, and this journal adds:

"But suppose the impossible should happen and the 'convention' should agree on a reasonable workable plan of Home Rule, what then? Many Unionists have said that if Home Rule is to come at all they would prefer a system that would give Ireland real control over her own affairs. Such a plan of Home Rule England will never grant unless she is beaten to her knees—beaten so badly as to make independence as easily obtainable as the lesser measure. Whatever plan, good, bad, or indifferent, the 'convention' may decide on will count for nothing until the British Parliament acts upon it. . . . No matter what the 'convention' may formulate, the British Parliament will never willingly give Ireland real self-government and power to restore Ireland's industries which that Parliament deliberately crusht. . . . . .

"There will be no real settlement through the British Parliament. Such a settlement will only come through England's defeat in the war."

HOW HOOVER WILL HELP WIN

THE FATE OF THE ARMIES fighting Germany, and of the nations back of them, will depend upon Herbert C. Hoover and the men back of him, if President Wilson's food-control plans are accepted by Congress. For, as the New York *Herald* remarks, "furnishing to our allies all the food they require may not make victory more sure, but failure to send them the foodstuffs they must have would lead to their defeat." Indeed, while less spectacular than the dispatch of Pershing and his regulars to France, President Wilson's request for authority to mobilize the food-resources of the United States and appoint an administrator seems to *The Herald* "of greater military importance in the war on Kaiserism." And at home high food-prices have had serious economic effects, and the fear of still higher prices is said to be keeping down subscriptions to the Liberty Loan. The necessity of "food-control," and an "administrator," to use the President's and Mr. Hoover's word, is recognized by the press on every hand. As the Springfield *Republican* soberly sums up the situation:

> "Unless the country will permit its food-resources to be organized and managed on a scientific war-basis by competent men with sufficient authority to meet emergencies, it might as well wire to the Kaiser that it is already anxious to make a separate peace."

The President has announced his choice of Mr. Hoover as the man to supervise this new Governmental activity; Mr. Hoover has accepted. Editorial head-lines like "Hoover is the Man," and "The Right Man for the Place," are common. We are doubly fortunate in his leadership, says, for instance, the New York *Globe*, for "the work Mr. Hoover has done and the study he has made of similar work in Europe arm him against mistakes and for sound measures, while the confidence the nation reposes in him assures a hearty cooperation no untried man could command." Equal satisfaction seems to be felt among our allies, whose interest in American food-supplies is vital. When Mr. Kennedy Jones, English Director of Food Economy, was asked his opinion of Mr. Hoover's appointment, he said, as reported in a New York *Times* dispatch from London:

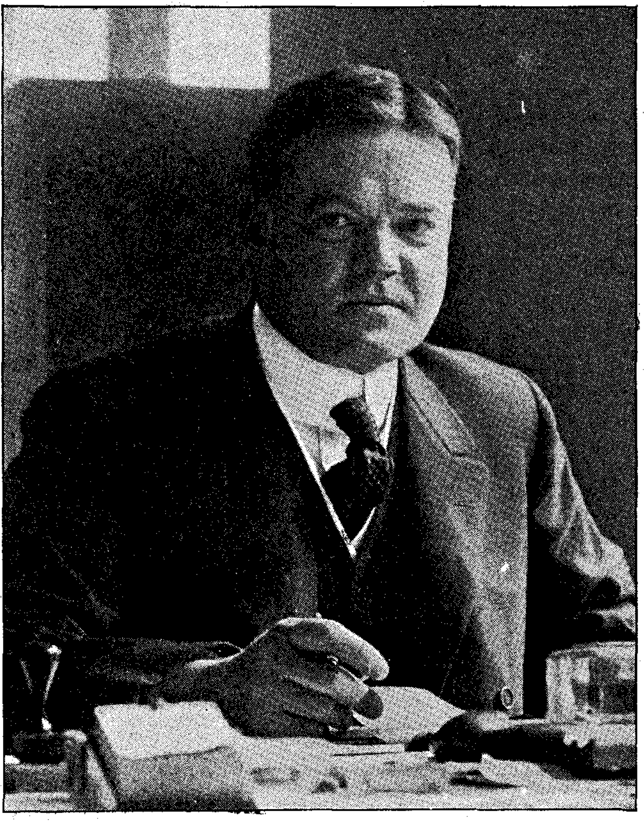
> "There are doubtless Generals coming from America who will win fame on the battle-fields of France, but in Mr. Hoover President Wilson already has a General who for more than two years faced the actualities of war and achieved victories in its most complex phase, namely, the rationing of nations."

American dislike of dictation or control crops out in the Congressional debates on the Gore and Lever bills embodying the President's recommendations, and some doubts are exprest of the wisdom of appointing Mr. Hoover or anybody food-dictator. As one Senator remarked, "you may call a man 'food-administrator,' but if you give him unrestricted authority to do whatever he wants with your country's food-producing interests, it seems to me that he assumes the rôle of dictator." Another Senator from a Western State declared that he saw "no occasion for shackling business with regulatory legislation and centralized control and dictation of the methods and agencies and the distribution of the supplies resultant from that production."

To avoid possible misunderstandings, both the President and Mr. Hoover have clearly outlined their food-control program in public statements to the press. It is proposed to draw a sharp line between the normal activities of the Department of Agriculture and the emergency food-control measures necessitated by the war. The latter, the President has explained, will "continue only while the war lasts."

In announcing his plans, Mr. Hoover disclaims the idea of "dictatorship," insists on the volunteer idea, suggests the motto, "Eat plenty, wisely, without waste," and states his belief that the large powers granted will seldom need to be applied. These are his five cardinal principles:

> "*First*—That the food-problem is one of wise administration and not exprest by the words 'dictator' or 'controller,' but 'food-administrator.'
>
> "*Secondly*—That this administration can be largely carried out through the coordination and regulation of the existing legitimate distributive agencies supplemented by certain emergency bodies composed of representatives of the producers, distributers, and consumers.
>
> "*Thirdly*—The organization of the community for voluntary conservation of foodstuffs.
>
> "*Fourthly*—That all important positions, so far as may be, shall be filled with volunteers.
>
> "*Fifthly*—The independent responsibility of the food-administration directly under the President, with the cooperation of the great and admirable organizations of the Department of Agriculture, the Department of Commerce, the Federal Trade Commission, and the railway executives."



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"EAT PLENTY, WISELY, WITHOUT WASTE."

The reassuring motto of "Hoover of Belgium," who is to try the Herculean task of curbing American extravagance.

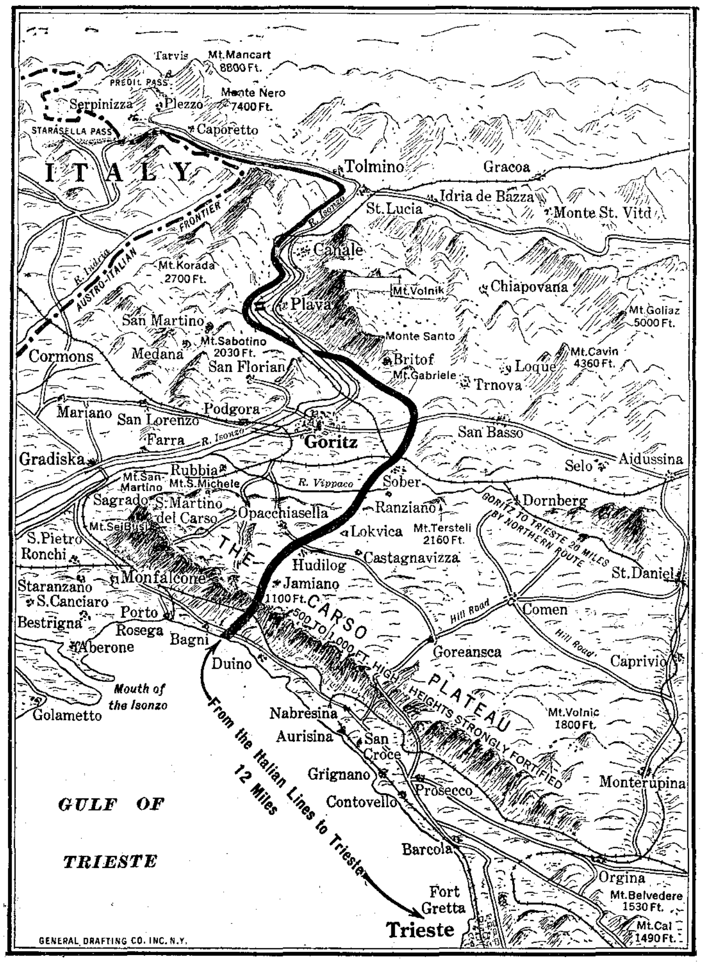
Mr. Hoover intends to divide the food-administration into four branches. The first branch would be organized on business lines for price regulation and distribution of certain important commodities. The second would act in cooperation with State and local administrators in the direction of proper distribution and stoppage of public waste. The third is the important department of domestic economy, of which Mr. Hoover says:

> "We do not ask that the American people should starve themselves, but that they should eat plenty, wisely, and without waste.
>
> "It is my present idea to propose a plan to the American women by which we ask every woman in control of the household to join as an actual member of the food-administration and give us a pledge that she will, so far as her means and circumstances permit, carry out the instructions which we will give her in detail from time to time."

Finally, Mr. Hoover points out the necessity of "cooperation with our allies in many important questions involving exports from this country and our common import from other countries. Furthermore, we will probably need to undertake the control of the purchasing in this country on their behalf and on behalf of such neutral shipments as are permitted by the Government in order to eliminate competition and forcing of our prices."

ITALY'S NEW OFFENSIVE

ITALY'S EFFORT IN THE WAR was regarded rather skeptically by some editorial observers until the launching on May 12 of a new offensive on the thirty-five-mile front between Tolmino and the Gulf of Trieste, and the new drive has intensified the welcome extended to the Italian war-envoys on their arrival in this country. It is recalled that the Italian advance was halted by the snows of last November, and, moreover, that Italy is fighting in mountainous territory, where progress must be measured "almost literally in meters." In the first twelve days of the present advance the Italians took more than 12,000 prisoners and succeeded in breaking through the Austro-Hungarian lines from Castagnavizza to the sea—a front of about six miles. London dispatches quote Maj.-Gen. F. B. Maurice, Chief Director of Military Operations at the British War Office, as praising the work of the Italian Army and as saying that its offensive "was only made possible by the thorough offensive work of the Anglo-French forces during the last few weeks. If we had not been keeping the Germans busy the Italians would not only have found an offensive impossible, but would actually have been faced by a great Austro-German attack." The bulletin of the Italian War Office announces the beginning of the drive by stating that fire was opened on the morning of May 12 along the whole line from Tolmino to the sea. This authority tells us also that almost all the positions taken are difficult ones, and some of them had hitherto been regarded as impregnable, such, for instance, as the heights on the left bank of the Isonzo from Plava to Salcano Pass. It further states:


Tarvis
Mt. Mancart 8800 Ft.
PREDIL PASS
Monte Nero 7400 Ft.
Serpinizza
Plezzo
STARASELLA PASS
Caporetto
ITALY
Tolmino
Gracoa
Idria de Bazza
Monte St. Vitd
St. Lucia
R. Isonzo
AUSTRO-ITALIAN FRONTIER
R. Iudria
Canale
Mt. Korada 2700 Ft.
Mt. Volnik
Chiapovana
Plava
Mt. Goliaz 5000 Ft.
San Martino
Monte Santo
Mt. Sabotino 2030 Ft.
Cormons
Medana
San Florian
Britof
Mt. Gabriele
Loque
Mt. Cavin 4360 Ft.
Trnova
Podgora
Mariano
San Lorenzo
San Basso
Farra
R. Isonzo
Goritz
Gradiska
Aidussina
Selo
Rubbia
Mt. San Martino
Mt. S. Michele
R. Vippaco
Sober
Sagrado
S. Martino del Carso
Opacchiasella
Ranziano
Dornberg
Mt. Sei Busi
Lokvica
Mt. Tersteli 2160 Ft.
GORITZ TO TRIESTE 20 MILES BY NORTHERN ROUTE
S. Pietro
Ronchi
THE
Castagnavizza
Hudilog
St. Daniel
Staranzano
Monfalcone
Jamiano
1100 Ft.
S. Canciaro
CARSO
Comen
Porto
Hill Road
Bestrigna
Rosega
500 TO 1,000 FT. HIGH
Bagni
Aberone
Goreansca
Hill Road
Duino
Caprivio
PLATEAU
Mouth of the Isonzo
Golametto
HEIGHTS STRONGLY FORTIFIED
Mt. Volnic 1800 Ft.
Nabresina
Aurisina
San Croce
From the Italian Lines to Trieste 12 Miles
Grignano
Monterupina
GULF OF
Contovello
Prosecco
TRIESTE
Barcola
Orgina
Mt. Belvedere 1530 Ft.
Fort Gretta
Trieste
Mt. Cal 1490 Ft.
GENERAL DRAFTING CO. INC. N.Y.

WHERE THE ITALIANS HAVE RENEWED THEIR ATTACK.

The heavy black line shows the Italian battle-front before the new offensive was launched on May 12. In their first thrust General Cadrona's troops forced the bridge at Plava, capturing that town and a mountain behind it, and later drove along the Carso Plateau toward Trieste.

"The steep slopes, covered with rocks and dotted here and there with thick clumps of brush, constituted a formidable obstacle to an infantry advance. Successive lines of trenches, prepared months ago above deep caverns, well supplied with defensive and offensive material, were defended by seasoned troops and protected by batteries placed so as to flank attacks with their fire.

"Notwithstanding these conditions, the Italian infantry advanced, and still continues to advance. Valuable positions have been won and prisoners are flowing into our concentration-camps.

"Our aviators cooperate with great effect by bold and ceaseless reconnaissances, by skilful regulation of the artillery-fire and bombardment of depots and convoys, and by brilliant combats with Austrian airplanes."

The immediate Italian objective is Trieste, according to a Rome correspondent of the New York *Sun*, who points out, however, that its capture would not constitute a death-blow to Austria or justify the enormous preparations the Italians have made in the last six months on the Julian front, where the bulk of Italy's army, estimated at four million men, is massed. Nor would it account for the thrust north of Göritz toward Laibach. And this informant explains the preparations on the ground that the offensive is likely to assume a decisive character soon, for if the Italians are successful in their advance on Trieste, the campaign will take on the character of a battle involving the fate of Austria.

TOPICS IN BRIEF

SEED America first.—*Wall Street Journal.*

WHEN will Napoleonski Bonapartoff appear?—*Savannah News.*

To starve England, Germany is sinking hospital-ships.—*Newark Star-Eagle.*

PROHIBITION as a war-measure may be a move to mobilize our tanks.—*Indianapolis Star.*

CONGRESS, in the meanwhile, is showing its warlike spirit by killing time.—*Savannah News.*

To families employing a cook, the proposed food-dictator will be no novelty.—*Brooklyn Eagle.*

VON HINDENBURG must feel by the strain on his line that he has a whale hooked on it.—*Wichita Beacon.*

PROBABLY the Kaiser will ask his American dentist to administer a little laughing-gas.—*New York Sun.*

THE only thing the political obituary writers have against Roosevelt is that he won't stay dead.—*Brooklyn Eagle.*

WONDER if the Kaiser's dentist told him he had bitten off more than he could chew?—*Pittsburg Chronicle and Telegraph.*

"I AM glad I am not President," says Senator Stone. It is his first patriotic speech in a long time.—*San Francisco Chronicle.*

WE expect the controversy over the correct pronunciation of Marshal Joffre's name to end abruptly when the Russian mission arrives.—*Brooklyn Eagle.*

BUMP Berlin Bill. Buy a bond.—*New York World.*

THE world has no choice now between liberty and debt.—*Newark News.*

YOU may be too old to go, but you're not too old to hoe.—*Tampa Tribune.*

HAVING invented the submarine, it is now up to America to circumvent it.—*Brooklyn Eagle.*

IT is not so much the Hindenburg line we are after as it is the Hohenzollern line.—*Philadelphia Press.*

THAT nervous-looking gentleman snickering behind his hand is Mr. Nicholas Romanoff.—*Boston Transcript.*

THESE are also hard times for the farmers who are in the habit of eating only what they can't sell.—*Newark News.*

AND now, as Emerson might put it, the embattled farmers must raise the crop heard round the world.—*New York Sun.*

YOU may be too old to join the ranks, but your money is not too old to be enlisted in the Liberty Loan division.—*Indianapolis Star.*

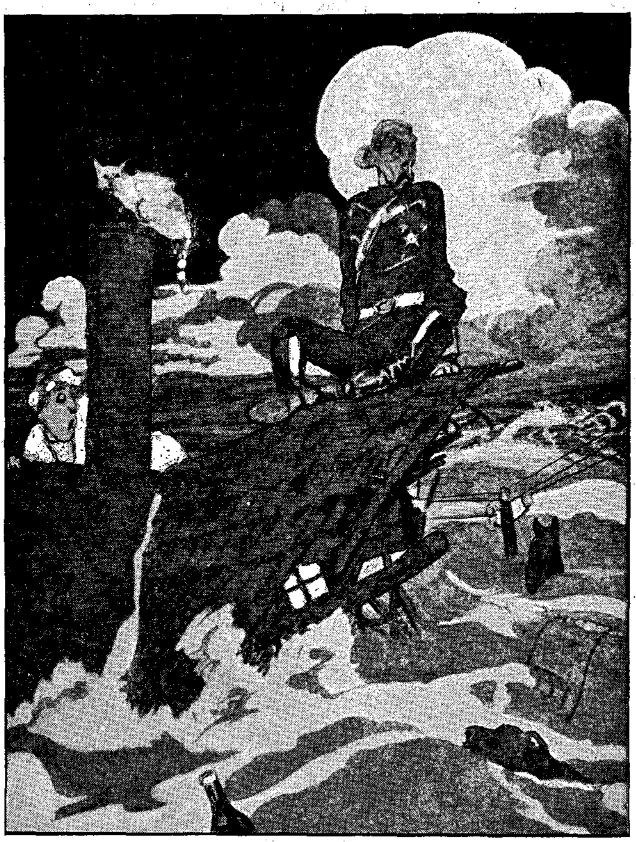
WHY is it that the peace for which all of the so-called "international Socialists" are working is peace on the German terms?—*Seattle Post-Intelligencer.*

THE army private who gets all his expenses paid, and $15 per month in real money, is just about $15 per month better off than the average man out of the Army.—*Nashville Southern Lumberman.*

FOREIGN - COMMENT

HOW ROUMANIA WAS BETRAYED

THE UNEXPECTED COLLAPSE of Roumania almost immediately after her entry into the war, which puzzled most American observers, we now learn was due to the deliberate betrayal of the country by the Russian Premier, Boris Stürmer. Roumania, we are told, was practically forced into the war at Russia's bidding and was told that she could rely upon her neighbor and ally for both men and munitions. Neither were forthcoming, and Falkenhayn's armies swept through the province of Wallachia almost unchecked. Nor was the treachery confined solely to the Russian bureaucrats. Mr. Carl W. Ackerman, who, now that he is out of Germany, can speak freely, has placed it on record that while he was with the German armies in Roumania he saw the Roumanian battle-plans which had been communicated in advance to the Germans. These allegations of treachery are no mere newspaper speculations, for no less a person than General Iliescu, the former chief of the Roumanian General Staff, roundly charges that "the defeat of Roumania was foreseen and organized" by the pro-German Russian Premier, Boris Stürmer, "who wished to finish the war." In an interview given to a correspondent of the Paris *Matin*, the General said:



THE DELUGE IN ROUMANIA.

FERDINAND—"It's a little comfort to know that I'm insured in Russia."

—© *Simplicissimus* (Munich).

"Roumania had been equipping and reorganizing her army, which was to be increased from 180,000 to 820,000 men (including 560,000 combatants), but owing to difficulties of transport and communication she was still not ready to enter the war in July, 1916. The Stürmer Ministry insisted, however, on her entering. To the demand by Roumania that Russia should provide 200,000 soldiers for the Dobrudja to secure Roumania from an attack by Bulgaria, Mr. Stürmer replied that 20,000 men would be ample to make a political demonstration, and declared that the Bulgarians would never be willing to fight against Russia."

The long interview given by General Iliescu is conveniently summarized for us by the London *New Europe*, which thus continues the story:

"Twice Russia was requested by the Roumanian General Staff to take Rustchuk, which would have protected Bucharest, but this action was declined in order not to offend Bulgaria. Besides, the Roumanian armies in Transylvania were to link up with a Russian advance from Dorna Vatra in the Bukowina, but those troops never moved and are still there. Mr. Stürmer never intended that they should move, in spite of the assurances he gave to Roumania and to France, says General Iliescu.

"After fighting for forty days in the passes the Roumanian armies had to fall back before superior forces. Mr. Stürmer wished, the General adds, to allow Roumania to be invaded as far as the Sereth, to allow the military triumph of the Central Powers, and then to conclude a separate peace in consequence of a defeat which he would represent as a Roumanian and not a Russian defeat. Roumania was beaten because her armies were less well armed than those of the enemy, 'but the initial cause of our defeat was the disloyal plan of the Germanophil Government of Petrograd, who played with the fate of Roumania to facilitate a premeditated act of treachery. There is one of the imponderabilia which no Roumanian, French, or English diplomat would have been able to foresee, but this was our ruin.'"

The General's statements are confirmed by a prominent Roumanian advocate, Mr. C. Commeianu, who was in Russia when Roumania was in the darkest days of defeat. Writing in the *Gazette de Lausanne*, he says:

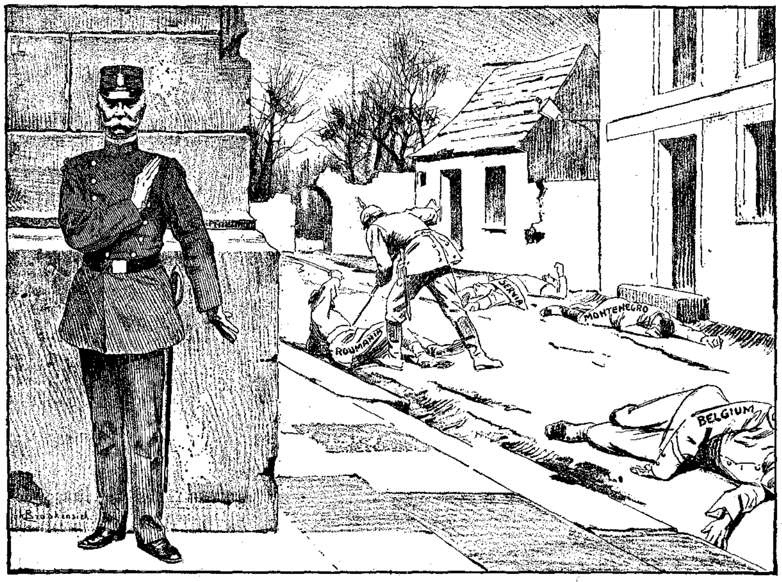
"The treachery of those in power in Petrograd has been a secret to nobody in Roumania. For three months we have all been aware of the facts. I myself last December had a flagrant proof. On my journey from Jassy to Petrograd I observed at many stations lying forgotten on the sidings numberless trains loaded with guns and aeroplanes, and an enormous mass of war-material bearing the visible inscription: 'Consignment from the Munitions (or War) Ministry of France to the Roumanian War Ministry.' Surprized to see all these trains immobilized in the stations at the very time that our Army was crying out for these guns and aeroplanes and munitions, with the passion of despair I made inquiries of the employees of the stations at Tirespol, Kief, Moghilef, etc. Everywhere I received the stereotyped answer: 'Government orders came to hold up this transport.' But even in well-informed quarters in Roumania it was not realized before the month of October that Stürmer had betrayed us. It seems to have been General Berthelot, the head of the French Mission to Roumania, who was the first to say to King Ferdinand a few days after his arrival: 'Sire, we have been betrayed, and the treason comes from Petrograd.'"

This writer says that Germany chose the moment of Roumania's entry into the war, applying the necessary pressure through Stürmer:

"In particular, we learned that the peremptory summons (*i.e.*, the quasi-ultimatum) for Roumania's intervention, *hic et nunc*, that was made in somewhat menacing terms by the Allies last July had been solely inspired by the Petrograd Cabinet, that Mr. Stürmer had obeyed the suggestions of the Cabinet of the Wilhelmstrasse, and that it was Germany—what a paradox!—which desired Roumanian intervention to take place at that particular time. Hungarians and Bulgars had been showing signs of weariness toward the end of last spring and had displayed a tendency toward independence."

Germany, it seems, knew that Roumania would intervene sooner or later, and so maneuvered that the event should occur when it would do least harm. Mr. Commeianu proceeds:

"Informed by Petrograd, the German Government knew that material of war—which alone assures in modern war the success of armies—was inadequate in Roumania, that immense quantities of munitions, guns, etc., sent by Britain and France to their future ally were on their way, that Roumania's intervention was meant to take place in the spring of 1917 under better conditions of supply and readiness, and was to coincide with a general offensive of the Allies. Launched under such conditions, Roumania's intervention could not fail to have been a serious danger for the Central Powers. That danger was to be removed. By deciding that Roumania's intervention should take place in August last the Kaiser's Government realized a double advantage, one being of a political kind, as I have described above, the other being military—namely, the putting out of action of the Roumanian Army, not to mention the economic advantages which the occupation of Roumania offered, and which was certainly not to be despised."



A DUTCH VIEW.

POLICEMAN SARRAIL OF SALONIKI—"It is not on my beat; I can't interfere."

—*De Amsterdammer.*

Just why the German advance stopt at the river Sereth and has never moved since is explained by another Swiss paper, *Le Génevois*, which says:

> "By Stürmer's Russo-German peace, Roumania was to be divided between Russia and Austria. Russia was to annex Moldavia, while Austria-Hungary took Wallachia, and that was why the armies of Falkenhayn and Mackensen came to a stop at the Sereth."

A CANADIAN-AMERICAN ALLIANCE—The Toronto *Globe* predicts that the war will unite the English-speaking nations in a way that they have never been united before, and proceeds to urge a formal Canadian-American Alliance. It says:

> "Never again may the belligerent countries revert to pre-war conditions in the relations of the citizen to the State, of capital to labor, of nation to nation, or of man to man.
>
> "Swept away forever are the hide-bound traditions which in the past impeded reforms along democratic lines. The millions of men engaged in the war and millions more at home will never relinquish their hold on the fundamentals of national efficiency which statesmen have put forward as necessary for purposes of war. What democracy had been assured was impossible has been accomplished in the prosecution of war. What the nation has found to be practical and helpful in days of war can not be set aside as impossible of realization in days of peace.
>
> "On this continent Canada and the United States have been brought into closer relations as belligerent countries, united by a common resolve to defend and perpetuate democratic government and democratic thought. The future is opening out for Canada—a future indissolubly bound up with the growth and development of the Anglo-American idea in this new world, and with the future relations of this continent to the new Europe that is already emerging from the smoke of battle.
>
> "Canada and the United States, in closest alliance, may yet play a great part in the building up of a strong and vigorous democracy on this continent—a democracy inspired by the ideas of justice and liberty for which the Allies are fighting in Europe."

AUSTRIA FIGHTING OFF TEUTONIZATION

A PRETTY QUARREL seems likely to develop between Germany and Austria over the determination of the young Emperor Karl to summon the Austrian Parliament for the first time since the war began. The German papers are furious because they regard this step as likely to delay the Teutonization of Austria, which has been actively going on during the past three years. The Amsterdam correspondent of the London *Daily Chronicle*, commenting on the tone of the German press, remarks:

> "Tho the majority of the papers in Germany demand the postponement of German domestic reform until after the war, they do not hesitate to criticize severely any similar disposition in Austria. That is because the promised reforms in Austria were for strengthening the German position and language in that country, and for the redivision of Bohemia into constituencies which would favor the Germans as against the Czechs."

The details of this complicated political situation are succinctly stated by the London *Times*, which says:

> "From the beginning of the war it has been clear to experienced observers that the policy of the Hapsburgs was suicidal. A German victory could only mean their permanent enslavement to Berlin; a German defeat must mean, at least, the partial dismemberment of their realms.
>
> "Speculating upon victory, the Austrian Germans, guided and directed by Prussia, laid their plans for such a Germanization of Austria as would give them—who form a minority of some 9,000,000 souls in an Empire of 30,000,000—that complete mastery of the Austrian state for which they have always striven in vain.
>
> "The introduction of universal suffrage in 1907, itself the indirect outcome of struggles between Austrian Germans and Slavs, placed the Austrian Germans for the first time in a definite minority in Parliament. Hence their plan, worked out with the help of Prussia, for the destruction of the Slav majority as an indispensable preliminary to any convocation of the Reichsrath, which has not met for three years."

Such was the position when the Emperor Karl ascended the throne; since then the domination of Potsdam, says *The Times*, combined with the moral effect of the Russian revolution, has driven him more and more into the arms of his Slav subjects:

> "The young Emperor, frightened by the Russian revolution, felt the impossibility of further compression of his Slav subjects and proposed to convene the Reichsrath unmodified. The disappointment of the Austrian Germans is keen, as is the indignation of the Pan-German press, which proclaims that the 'new policy' means the end of the dream of German predominance in Austria and of the great project of a Germanic Central Europe.
>
> "Relations between the Emperor and his German subjects are certainly strained and his predicament is thoroughly unenviable. He no longer controls his Army. Between him and the Czechs, some 2,000 of whom have been hanged during the war, the breach is already irreparable."

The German papers are anything but pleased at the prospect of what the Austrian Parliament, with its non-German majority, may do, especially as the "Central Europe" scheme might be endangered. The Essen *Rheinisch-Westfälische Zeitung*, the Krupp organ, writes:

> "Austria stands or falls with her Germans, and Germany can not be indifferent to the development of events in Austria after the war, because the German Empire has a fundamental interest in the future shaping of the Austrian state.
>
> "Germanism in Austria is now proceeding toward grave and serious days. . . . The first result of democracy in Austria during the world-war is bound up with a grave danger for Germanism. We fear that the further results of democracy, not only in Austria, will be at the cost of German interests in the world."

The Berlin papers are by no means pleased. The *Tägliche*

Rundschau says that the Austrian Premier, Count Clam-Martinitz, himself a Czech, "has betrayed the Germans of Austria and has been false to Austria's faithful ally, Germany." Count zu Reventlow remarks in the *Deutsche Tageszeitung* that "the Emperor has been led astray by bad advice," while the *Neueste Nachrichten* thinks that "the new policy just adopted by Austria, if carried out, means the end of the great project of the Germanic Central Europe." In Austria itself the step was unexpected. The Vienna *Zeit* says that "members of the Reichsrath were more surprized than any one else," and the Vienna *Neue Freie Presse* expects stormy opposition and obstruction from the German Nationalist group in Parliament, tho both papers agree with the Innsbrück *Nachrichten* when it says, "the new policy means the end of the dream of German preponderance in Austria."

HINDENBURGITIS

THE DEMIGOD FIELD-MARSHAL has given his name to a new disease, and it would appear from the German press that the entire nation is suffering from it. Hindenburgitis is a mental malady consisting in the fixt idea that the great Field-Marshal von Hindenburg can successfully oppose his genius to a superiority in men and munitions and still win. How badly the enemy is suffering from this disease can be seen when we find the *Münchner Neueste Nachrichten* describing the operations on the Western front as:

> "the beginning of the decisive fight between brainless piling up of material and the living genius who inspires his tools with his will and employs them according to his laws. Doubtless it is possible for the Entente, by increasing its material expenditure, to broaden the effect of its attack and to raise to a still higher pitch the horror which this process of development has given to the modern battle. That can not frighten us. We have firm confidence in our supreme leader—confidence that his fine art will be equal to the most difficult situations and will ruin the plans of his enemies."

The *Frankfurter Zeitung* indulges in lyrical enthusiasm when extolling Hindenburg's genius:

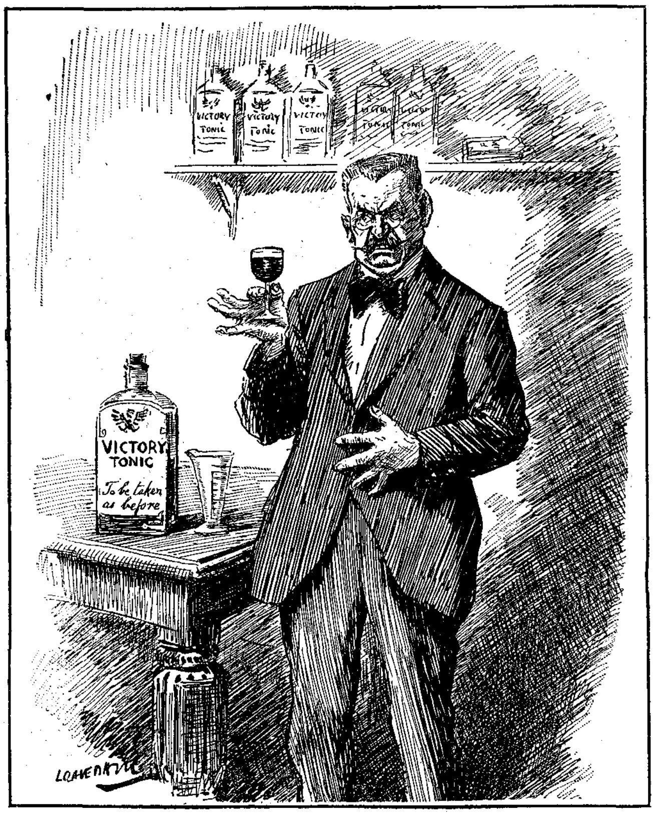
> "Hindenburg was able to order retreats which had the character of victorious marches, and now he is able to order the evacuation of our Ancre position, thereby yielding a step in space, but in reality going a thousand steps forward on the road to victory. Strategic genius can demand of the troops things which talent does not dare to ask—things, indeed, which simply can not be successfully accomplished if it is only talent that asks them. Strategic genius enjoys confidence where there is no longer understanding—precisely there, indeed, because where we understand we do not need to trust."

Of course some may unfeelingly think the real reason why the German papers seek to infect the nation with Hindenburgitis is that the more discerning minds realize that he and they are up against a pretty tough proposition, which has become all the tougher since America took a hand in the game. For example, Captain von Salzmann, the military expert of the Berlin *Vossische Zeitung*, admits that we and our Allies have the "mechanical superiority," what we lack is "intellect." In a long article in his journal, which the Berliners love to call "Aunty Voss"—and she seems to be justifying the affectionate appellation—he first comforts his readers by saying:

> "Let nobody be deceived by the events of the day. Let people regard everything in a large frame, and then they will not lose perspective and they will feel no occasion for fear. Hindenburg's plans are unknown to us just as they are unknown to our enemies. He holds the decisive factor in his hand, and he will know how to use it when the time comes, in the old style of Moltke. As is well known, waiting calls for strong nerves. Our Supreme Commander has these nerves, as we know, and in that fact we can place our blind confidence."

Passing on to discuss the "mechanical superiority," he writes:

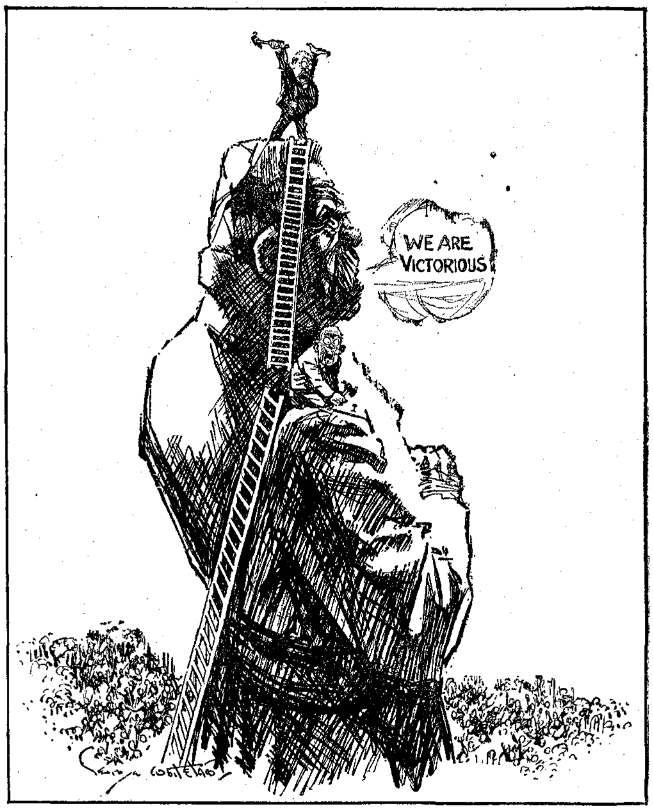
> "The English spirit of organization has been the main factor in promoting the extraordinary construction of the system of roads behind the Anglo-French front, and in completing the system in a fashion which we are compelled to admire. From the reports received from abroad we see that only the brilliantly



THE DOPE.

GERMAN CITIZEN—"I used to swallow this stuff with a relish, but somehow it doesn't seem to go down quite so easily now."

—*Punch* (London).



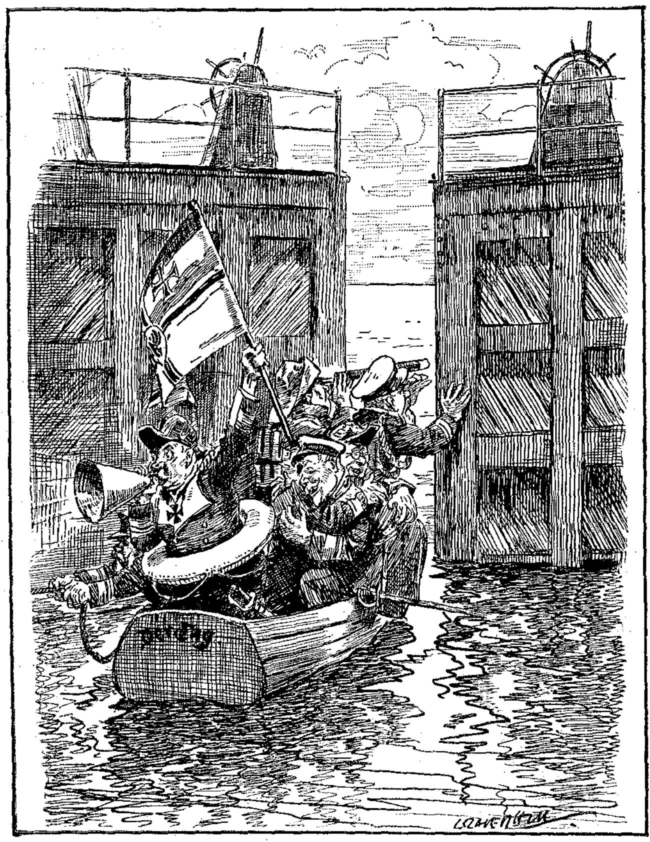
THE FETISH.

ASTONISHED ENTHUSIAST (who has climbed to the top to hammer a nail in his head)—"Mein Gott! His head is empty, except for the gramophone."

—*Passing Show* (London).

TWO STUDIES IN DISILLUSIONMENT.

constructed system of roads, canals, and especially of railways and light railways has made possible the rapid moving about of the masses of artillery that are absolutely necessary for the attack. In this matter our enemies are in a certain sense superior to us, thanks to the American support which is now publicly advertised by Lloyd George, but which has really been given since the beginning of the war. This manner of warfare lacks all that is intellectual. It is the mechanical solution of a mechanical question. The present Anglo-French attack does not show a single new factor. It is always the same old picture—increased effectiveness of artillery, mechanical smashing down of the opponent, and, finally, advance into the lines that have been flattened out."



SWEEPING THE NORTH SEA.

CHORUS OF GERMAN ADMIRALS—"Still no sign of the British skulkers."

—*Punch* (London).

He ends with the usual pæan on Hindenburg and the submarine, but in doing so he makes admission whose import he does not seem to perceive. The "material superiority" of the Allies is admitted, and even the genius of Hindenburg can not keep the German armies from retreat. Therefore, so runs his argument, the submarine is the only hope of the war:

"As long as the material superiority of the enemy lasts, the Hindenburg strategy of voluntary evacuation is the only possibility as a passive reply. In view of all this can any living German still retain the smallest doubt about the justification of our submarine warfare? Who will have the moral courage to let the transport of material from America to Europe proceed unpunished and unhindered? Who in Germany dares to take upon himself the blood-guilt, and by stoppage of work in the munition-factories to make our brothers at the front quite defenseless? The failure of the people at home would be the severest strain upon the nerves of our soldiers at the front—much worse than one hundred days of drum-fire."

Major Moraht, writing in the Berlin *Deutsche Tageszeitung* is furious because there are Germans who actually refuse to catch the prevailing Hindenburgitis:

"There are, alas, in Germany, still many people who do not yet possess absolute confidence in our gifted chief commanders. Even tho these persons have no decisive weight as regards the question of perseverance, they nevertheless, by their small self-confidence, damage the German Fatherland, because outsiders pay attention to such voices and interpret them in their own way."

THAT ACTIVE GERMAN FLEET

OUR DESTROYERS IN EUROPE taking a hand in the submarine hunt is not altogether a pleasant spectacle for the enemy to contemplate, yet his complacency, tho ruffled, is undisturbed. The *Kölnische Volkszeitung* asks: "Will the American fleet enable our enemies to break our submarine blockade? The answer is, Most certainly not." This Center organ then proceeds to pour scorn on the report that America has discovered an effective antisubmarine device, and remarks: The submarine cure has not been invented; it can not be invented, because there is none." Even the prospect of fighting the whole American Navy does not disturb its equilibrium, for it considers:

"All in all, if our high-seas fleet faced the American fleet in open battle we would beat them very quickly and thoroughly. But this is unlikely, because before that is possible our submarines, with the mailed fist, will have imposed a law of world-peace on the enemy and also on America."

The semiofficial neighbor of the Center organ, the more weighty *Kölnische Zeitung*, while equally scornful of the American fleet, can not altogether conceal the fact that the British gibe, that "the German fleet keeps safe in the Kiel Canal," has got under the skin. Captain von Kuhlwetter, its naval expert, responds with a *tu quoque* argument, and writes:

"Over in Great Britain they have coined the phrase of the fleet that 'works in silence.' With the best will in the world they can not report anything about their fleet, because it does nothing, and so is really 'silent,' and they strive perpetually to soothe public dissatisfaction at the inactivity of the 'Grand Fleet' by talking of mysterious deeds and endeavoring ever afresh to make the public believe that this 'Grand Fleet,' the 'greatest which the world ever saw,' has accomplished all its tasks in brilliant and exemplary fashion, and will decide the war.

"The commander-in-chief has been changed, and an admiral who is equipped with the halo of pushfulness and is popular with the fleet has been put at its head, in order to make the public hope that the fleet is unceasingly searching for the enemy and burning to add new laurels to the 'laurels' of the Skagerrack. The credulous are supplied ever afresh with the fairy-tale that the German fleet can not be found in the North Sea, and will not be found in the future also, unless the successes of the Allied armies make its base untenable, and Hindenburg, in overexcitement or despair, forces the ships to the battle of desperation."

Meanwhile, the "glorious German fleet" is sweeping the North Sea in this fashion:

"We advance, find nothing but patrol-craft, which we overwhelm and destroy, and then we turn back. England says 'the enemy appeared and was hunted away'; but she admits the loss of ships in the process, and does not know whether she has done us any harm."

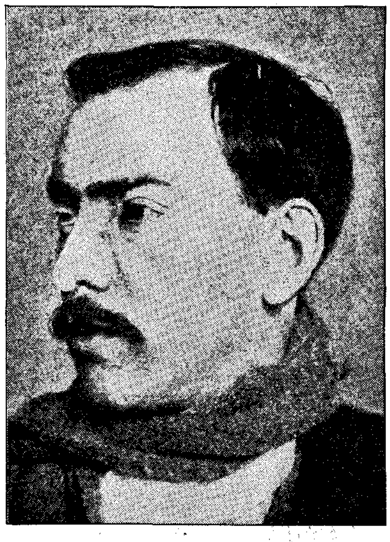
If the German fleet—or most of it—is in the Kiel Canal, as our English allies say, then it must naturally be silent, and silent it certainly is, tho for a very different reason, says Captain von Kuhlwetter:

"We are silent also about the untiring and exacting work of our high-seas fleet, which supplies the indispensable support for everything that is done in the North Sea. But for the high-seas fleet, enemy forces in adequate strength could at any time approach so near to our gates of exit that these gates could be locked by use of the innumerable resources of naval warfare. But for the high-seas fleet, England could really put her battle-fleet out of commission, and employ many thousands of useful sailors for other purposes for which there is bitter need of them. Day after day, month after month, year after year, the high-seas fleet is ready to nip in the bud every attempt to approach our gates of exit. About all that is done to keep the high-seas fleet ever ready for battle we keep silence. But we do not keep silence about its deeds, when at last the enemy, for whom we yearn, comes to blows with us. Then there is no longer reason for silence. And then we have nothing more to conceal. And only because we have deeds to show can we keep silence about much."

SCIENCE - AND - INVENTION

SURGEONS AS SCULPTORS

MAKING OVER THE HUMAN FACE by surgical operation was not unknown before the war, but since surgeons have come to know the maiming caused in shell-attacks they have been spurred to notable effort in this branch of medical science. In the French service a distinguished practitioner is Dr. H. Morestin, whose work is described in the *Bibliothèque Universelle* (Lausanne) by Mr. Henri de Varigny. Because he had made a specialty of face restoration for many years before the outbreak of hostilities, we are told, he was installed as chief of this department of surgery in the region of Paris. It is admitted that perfect face restoration can not be hoped for, because even in the most favorable cases there are tissues that it is impossible to make over. The problem of the surgeon, it is especially noted, is chiefly esthetic, so that he is not so much an anatomist as an artist who endeavors "to reconstruct form and façade," for, next to the possession of an intact visage, nothing is more desirable than the appearance of one.



A RESTORED FACE.

This man's nose was crushed and his jaw was fractured. His nose was replaced by the skilful surgery of Dr. Richard Derby, Colonel Roosevelt's son-in-law. An equally skilful dentist then repaired his teeth.

In this rebuilding of faces three things are essential: the outer covering, or skin, a solid substratum to replace any missing sections of bone, and a solid "filler" of some sort to give shape, contour, and firmness. The first presents no difficulty—the grafting of skin either from the patient's own body or that of a friend is a comparatively simple matter, long practised in the case of extensive burns. The grafting of bone is a field in which the surgeon's conquests are newer; but Carrel, Morestin, and others have frequently accomplished it and have even succeeded in making a successful graft between human and animal bones. In the latter case it is believed that the alien bone serves as support and guide to the human periosteum, which grows and extends itself along the alien bone, finally absorbing it and substituting for it the human bone of its own manufacture. The best results are obtained, however, when the section of bone to be used as a graft is taken from another portion of the patient's body, for which purpose the gristle between the ribs is very commonly employed. We read then:

> "This tissue is remarkably effective for rebuilding the face and can be readily cut and adapted with extreme precision to the place for which it is destined. . . . The cartilage transplanted from the thorax to the face becomes a genuine graft. It lives its normal life, quickly adapting itself to its new conditions of existence. And the graft is always successful, which can not be said of the graft of bone. Not only is immediate success the rule, but it is durable. The grafted cartilage lives indefinitely, without being absorbed or suffering appreciable shrinkage. The importance of this is apparent. The practical result is that the transplanted pieces can be cut to exact dimensions, without the fear of subsequent reduction."

This is the process when the graft is taken from the patient. When it comes from another person there may be shrinkage in the course of time. Hence it is desirable whenever possible that the patient should furnish his own graft.

The third element requisite in this human repair-work is the filler, or cushion, needed to round out the facial contours. This is composed of adipose tissue. Having all the materials needed for his work of plastic art in the very person of his subject, the surgeon-sculptor proceeds to make use of them by methods involving a very delicate and skilled technique whose details must be adapted to the peculiar needs of the individual case. Progress is slow, since usually there is not a single operation, but a series, each of which must be carefully completed before the next can be undertaken. The care and patience required in some cases for the restoration of the nose are evidenced in the history of an operation begun at the close of 1914 which was not finished until May, 1916. The result was favorable and the surgeon was particularly pleased by the changed spirit of the patient, as his appearance was gradually transformed, and our informant quotes Dr. Morestin as saying:

> "The subject has a nose. The restored organ looks enough like a nose not to attract attention. It is symmetrical, regular, and its possessor is perfectly content. And it is suitable here to emphasize the profound psychological change undergone by the wounded man. At first somber, taciturn, melancholy, and discouraged, he has become, as his nose improved, gay, active, animated, and happy."

COLDS AND SIDEWALKS

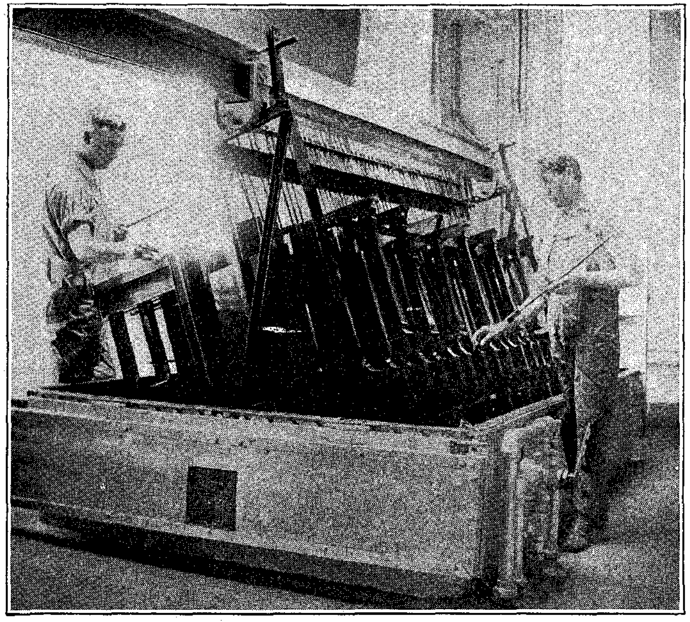
THAT A CLOSE RELATIONSHIP exists between sidewalks and grippe epidemics is asserted in *Good Health* (Battle Creek, Mich., May) by Martin Nevins. Grip and colds, says Mr. Nevins, are germ diseases. Germs are floating about us in the air. We breathe them in by the thousand. "But they are cowardly fellows—once they get inside a healthy body, they retreat in such a way as to make the Turkish rout in Mesopotamia look like an afternoon's walk." He goes on:

> "It is only when one thing or another disturbs our health equilibrium that the 'bugs' manage to gain a foothold in our system. It may be injudicious eating, it may be lack of fresh air, but most frequently it is some kind of exposure—getting the feet wet—that lays the fortress open to them.
>
> "It is not at all hard to get your feet wet. And that is where the sidewalk comes in. The ordinary sidewalk is a right-hand assistant when you want a cold foot-bath. It is built flat without any slope to drain it.
>
> "Now if a snow-storm comes, everybody shovels the snow up in huge piles on either side of the walk. Then the sun comes out, the snow melts, runs down on to the sidewalks, and people are obliged to slop through it.
>
> "The condition is aggravated if there occurs a natural depression in the sidewalk. The water runs into it and stands until it is dried or is frozen. The natural result is a harvest of grippe epidemics, and any number of colds, bronchitis, and other lung troubles. And tuberculosis, too—this disease can often be traced to sidewalks, since it usually starts with some simple lung affliction.
>
> "Now the question is, How can we remedy this condition? There is just one way. We must stop building flat sidewalks and make them convex instead, so they will drain easily, and elevate them slightly above the level of the ground. Road-builders have been doing this for a long time. Is there any reason why we can not successfully build sidewalks in the same way?"

BRUSHLESS VARNISHING

LARGE PIECES intended to form parts of heavy furniture, such as pianos, or of automobiles, are now expeditiously covered with varnish by dipping them in a tank instead of by the older and vastly more laborious process of using a brush. The thickness of the coating is controlled very exactly by regulating the time of immersion, and the distribution of the varnish is more thorough and more even than could be effected in any other way. The painting of large surfaces is now largely done by spraying with an "air-brush," but this would seem to be an even more effective method where it is possible to employ it. Says A. H. Kolbe, writing in *The Hardwood Record* (Chicago):

"This new style of varnishing is in vogue in a number of automobile-manufactories and in but one or two piano- or cabinet-plants, and it has been applied to the latter industry with complete success.



Courtesy of "The Hardwood Record," Chicago.

VARNISHING PIANO-CASES BY IMMERSION.

"The thickness of the coating is controlled very exactly by regulating the time of immersion, and the distribution of the varnish is more thorough and more even than could be effected in any other way."

"The advantages of this process are due to the quality of the work and to the great saving of time—one man can do the work of about five or ten working by hand.

"By means of some hydraulic immersion system this method can be and has been applied to pianos, and it is stated that this insures an absolutely even distribution of varnish, no part of the piano-case being neglected. The apparatus consists of a steel tank for the varnish, with an adjustable cover which can be raised or locked when the apparatus is not in use, a hydraulic lift for raising the work slowly out of the varnish, a small horse-power pump, operated either by steam-pressure or compress air.

"The principal investment for the piano-manufacturer lies in the carriers or racks for holding the separate pieces to be dipt, and these carriers may be adjusted so as to save the labor of handling. Carriers holding sides require some twenty to twenty-five minutes' immersion; the length of the immersion determines the heaviness of the coat. It is desirable to have a sufficient number of carriers to hold all the work until the varnish is sufficiently dry for rubbing, and these are sometimes made by the staffs of factories at low cost. It is stated also that very little additional varnish is required by this method.

"Thus, by this process, with carriers containing six complete pianos the factory is enabled to turn out one hundred and eight pianos with one coating during a nine-hour working-day, while smaller or larger arrangements can be made, according to the size of the output. This same means can be applied for use in the cabinet-factory and where large-sized veneers are frequently used.

"It affords an opportunity on the part of those prepared to lay down the necessary plant—apparently no very serious matter—of getting the varnishing done in a wholesale and rapid way hitherto impossible, and of effecting an appreciable saving in cost. Once the carriers have been obtained and the speed of the raising and lowering apparatus has been set—this, of course, varies with the kind of work—the operation becomes mechanical; the manipulation of the carriers in and out of the tank takes up only a part of the attention of the man in charge, who is free to superintend or to assist in the fixing of the parts on the frames preparatory to their being dipt.

"As will be seen by the illustration, the pianoforte-cases are fixt on the carrier in as compact a manner as possible; this, perhaps, is the most exacting part of the process, the dipping of the whole into the varnish-tank being a simple matter."

THE SCRAP-HEAPS OF SCIENCE

THE SCRAP-HEAP is an institution that should be contemplated not with grief nor with despair, but with satisfaction and hope. Containing some things, doubtless, that were never of any use, it consists chiefly of useful things that have done their part and have made place for something better. This is true also of the limbo to which discarded scientific theories have been relegated. Science is not "bankrupt," as Brunetière, the French critic, asserted some years ago; but like a sensible worker she does not hesitate to cast aside an outworn theory when the progress of human knowledge enables her to replace it with a better. The only fault with which she can be charged is that possibly the examination of theories with a view to "scrapping" them does not always go forward with system and efficiency. In a presidential address on "The Making of Scientific Theories," by Prof. William H. Hobbs, of the University of Michigan, before the Michigan Academy of Science, and printed in *Science* (New York, May 11), we are told that many opinions currently believed to be firmly established have in fact been superseded, tho they still hold sway in the text-books. According to Professor Hobbs, some instances are Mallet's "centrum theory" of earthquakes, Helmholtz's limit of atmospheric height, now far exceeded in actual measurement, the supposed temperature of the earth's center, as given in round numbers in reputable treatises, Ferrel's theory of atmospheric whirls at the poles, looked for in vain by polar explorers, and even so fundamental a conception as Laplace's nebula theory of the origin of the universe. Concludes Professor Hobbs:

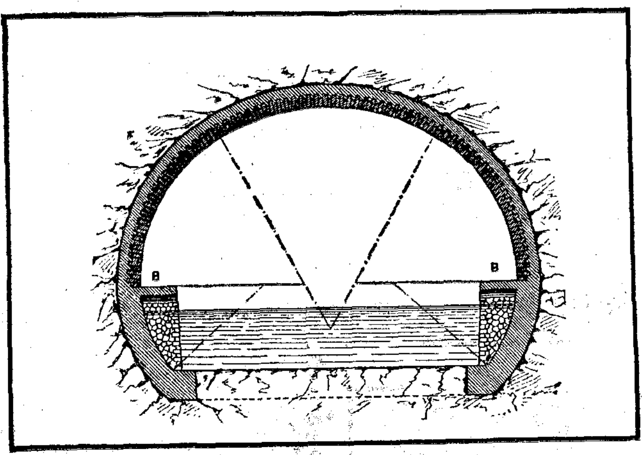
"If I have succeeded in my endeavor, I have shown that scientific theories as they are constructed even to-day with the aid of all modern equipment and inheritance may contain fatal elements of weakness tho they be promulgated by scientific men of the highest rank and attainments. Fortunately the student of science to-day enjoys an independence which was never vouchsafed him in the past, when the learner was, by the conditions under which he studied, an advocate of the doctrines of his master.

"There are to-day no dictators in science such as were Werner in Germany, de Beaumont in France, Murchison in England, or Agassiz, the 'pope of American science.' For what he accepts and teaches the student of science is to-day responsible, and it devolves upon him not merely to examine each theory as regards its inherent plausibility and the degree to which it has been confirmed, but to inquire also into the human and other factors which have entered into it or which have accounted for its acceptance into the body of doctrine of science. . . . . . .

"My appeal is for an individual study of those theories of science with which each worker is concerned, and for an early decision upon their availability whenever a judgment is warranted. Accepted, if necessary, as working hypotheses to be rigidly tested by observation and experiment, the new ideas are infinitely to be preferred to those theories which have been found wanting under the tests either of experiment or of searching observation."

PREPARING FOR PEACE IN FRANCE

NOT ALL THE DIGGING in France has been for building trenches. While the most tremendous fighting in the world's history has been going on not many miles away, one of the greatest peaceful engineering enterprises of modern times has been nearing its completion—the Marseilles-Rhône Canal, intended to complete, with its tributary streams, a waterway about 350 miles in length, navigable by heavy freight-barges. Begun in 1903, this canal is to be completed in 1919—after the war, one would be tempted to say if the same phrase had not already been applied to the year 1917. At any rate, work on the canal goes steadily forward with that of pushing the invaders back to the boundary, and its constructors are doing work for France that will doubtless be in evidence long after the trenches on the Western front are filled up and plowed over. Says the writer of an article describing this great work in *The Scientific American Supplement* (New York, May 12):



SECTION OF THE ROVE TUNNEL.

An important part of the Marseilles-Rhône Canal. The benches, BB, carry the tracks for the locomotives which haul the barges.

"Marseilles, the 'gateway of the Orient,' is the logical link of commercial connection between the overseas products which crowd her wharves and those of the busy manufacturing centers of western and northern Europe accessible to the navigable Rhône. But the river and city are comparatively near each other as the crow flies, they are separated by natural obstacles which have hitherto proved insuperable: on the one hand, the treacherous waters of the Gulf of Lyons, with its dangerous depths, its inhospitable shores, and the violent winds which, rushing down from the Cévennes Mountains, whip its waves to sudden fury; on the other, the various difficulties which the conformation of the land opposes to traffic, including the Crau desert, the Berre lake, and the mountainous projection of l'Etoile, running west to east from the Gulf of Fos to l'Huveaune.

"The the public utility of a waterway which could overcome these obstacles has been clearly perceived for something like a century, the decree under which the present canal was begun was not finally signed until December 22, 1903, the great railway expansion in the middle of the eighteenth century being one of the factors in the delay. The work is expected to be concluded in 1919 and to cover a total length of 82 kilometers, or 50 miles, between its extreme points, Marseilles basin of the Madrague and the 'Bras-Mort' of Arles.

"The early promoters of the canal projected no fewer than twenty-four locks, but as it is now being built it has none, being at sea-level throughout its course. . . . . .

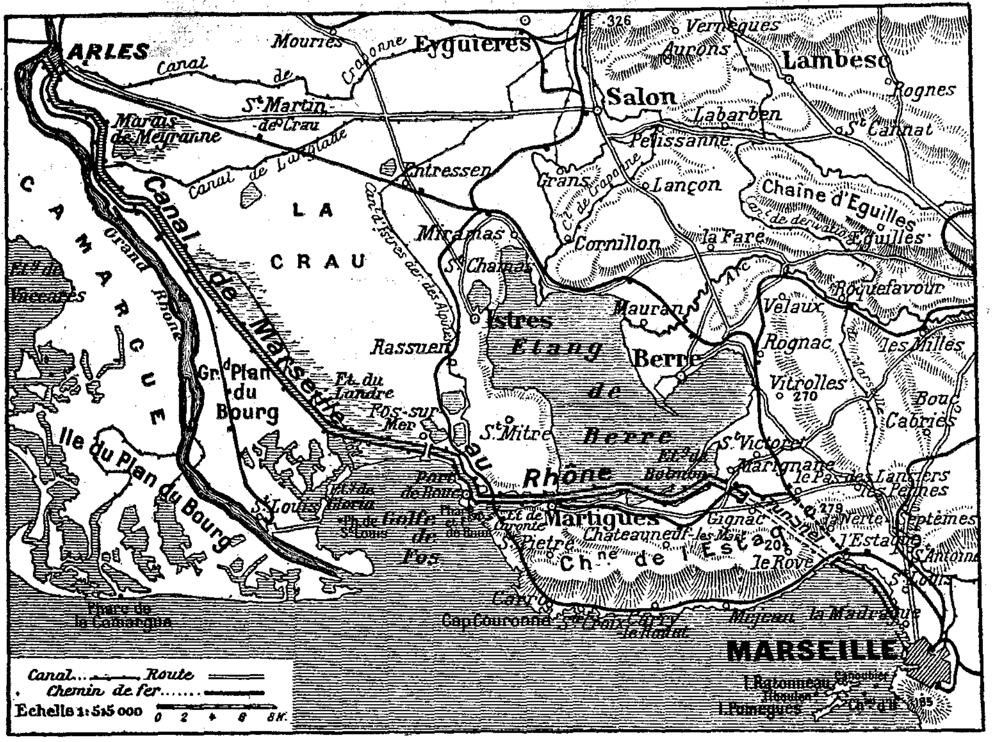
"Important structures connected with the canal are the cut of the Ulède, that of Gignac, which is a mile and a quarter long and 100 feet deep . . . and the Rove tunnel, the most important work connected with the future waterway. This is said by *Larousse Mensuel* (Paris), to which we are indebted for the details in this article, to be not only the longest work of this kind ever executed upon French soil, but to be wider than any other in the world, 71.5 feet. . . . From the bottom of the canal to the top of the vault is nearly 50 feet, which gives a section equal to six times that of an ordinary double-track railroad tunnel. The débris to be extracted amounts to . . . twice as much as that of the double tunnel of the Simplon Pass, which still holds the record of being the longest in the world. . . . Three years more will be required to finish the Rove tunnel.

"Owing to the unforeseen difficulties created by the war, the expense of the undertaking will much exceed the estimated figures. The estimated expense of about $18,280,000, of which the Rove tunnel claimed $11,120,000, is expected now to exceed $20,000,000.

"This expense is distributed among the Government, the Department of Bouches-du-Rhône, and the City and the Chamber of Commerce of Marseilles. The benefits expected from this vast expenditure are manifold. First, the prevention drainage to the low land adjacent to the canal; secondly, the continuity of communication between the great seaport of Marseilles and the ports of the Rhône. But there is another advantage which looms large in these days of conflict. This will be best understood by a glance at the accompanying map of the region.

"The fine interior body of water known as the Lake or Pond of Berre, . . . with a shore-line of nearly 50 miles, forms, together with the similar body, Lake Caronte, an immense natural basin capable of holding the military and commercial fleets of France secure from all hostile attacks. . . . Industrial establishments of all kinds have, in fact, sprung up on the shores of the Berre Lake since the beginning of the war. Obviously, as soon as the great canal is finished they will have the advantages of cheap freight-rates to the great seaport, and thence to the Mediterranean with its facilities for reaching all parts of the globe.

"This canal, indeed, prolonged by the Rhône and then by the


ARLES
Canal de Craponne
Mouriès
Eyguières
Vernègues
Aurons
Lambesc
Salon
Rognes
Labarben
Marais de Meyranne
St Martin de Crau
Canal de Langlade
St Cannat
Pélissanne
Entressen
Grans
Lançon
Chaîne d'Eguilles
CAMARGUE
LA CRAU
Canal de Marseille au Rhône
Grand Rhône
Miramas
La Fare
Cornillon
St Chamas
Et. de Vaccarès
Roquefavour
Velaux
Istres
Etang de Berre
Rassuen
Berre
Rognac
Les Milles
Gr. Plan du Bourg
Et. du Landre
Fos-sur-Mer
Vitrolles
St Mitre
Ile du Plan du Bourg
Port de Bouc
St Louis
Golfe de Fos
St Victoret
Marignane
Les Pennes
Martigues
Gignac
Septèmes
Chateauneuf-les-M.
L'Estaque
Le Rove
Ch. de l'Estaque
Carry
Cap Couronne
Sausset
Phare de la Camargue
Méjean
la Madrague
MARSEILLE
I. Ratonneau
I. Pomègues
Canal — Route
Chemin de fer
Echelle 1:535 000

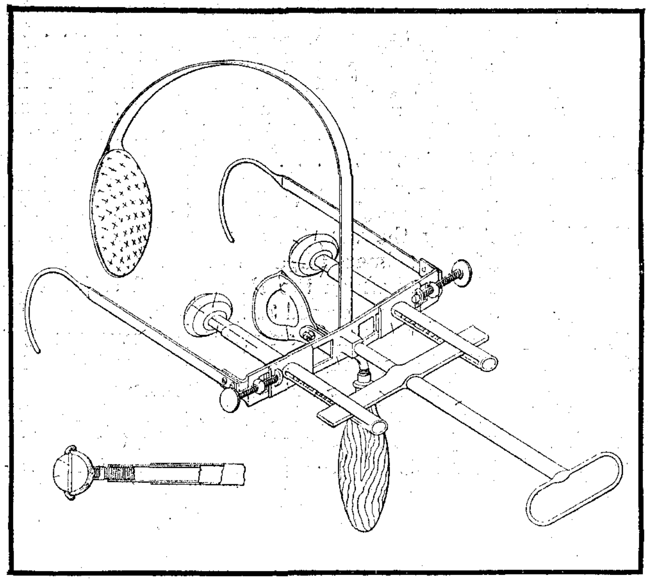
THE NEARLY COMPLETED CANAL FROM THE RHÔNE TO MARSEILLES.

It will make, with its tributaries, a waterway 350 miles long, navigable by heavy barges. Smaller boats can go by connecting canals and rivers from the Mediterranean to the English Channel.

Saône, completes a continuous waterway of 350 miles' length navigable by barges capable of carrying 600 tons of freight. Smaller boats will extend this freight route by means of the Saône Canal and those of the basin of the Seine even to Havre and to the extreme north of France. Thus, say enthusiasts, in 1919 the North Sea and the English Channel will be united with the Mediterranean by an unbroken aquatic ribbon, and France will reaffirm her claim to being a natural roadway between the nations. If this dream be too iridescent it can not be doubted at least that the great canal will immensely stimulate the traffic of merchandise in Marseilles, which had grown from 4,372,000 tons in 1870 to more than 21,090,000 tons in 1913."

EYE-SQUEEZING FOR THE NEAR-SIGHTED

A METHOD OF CURING NEAR-SIGHTEDNESS by exerting pressure on the eyeball is reported by a contributor to *La Nature* (Paris, March 31), as having been successfully employed in France. We are reminded at the outset that near-sightedness is due to lengthening of the eyeball in the line of sight, resulting in a displacement of the image, so that it forms in front of the retina instead of directly upon it. The writer goes on:



APPARATUS FOR CURING NEAR-SIGHTED EYES BY PRESSURE.

"Near-sightedness, in other words, is caused by *too long an eye;* this idea must be kept in the mind to understand the various modes of treatment.

"These are of two kinds:

"The first, which is that usually employed, corrects the defect by the use of lenses. A biconcave lens placed in front of the eye throws the image back, and, if properly adjusted, focuses the rays on the retina itself.

"The second kind, which are curative treatments, are of unequal value, and are therefore usually confined to serious cases. Thus certain of the motor muscles of the eyeball are sometimes cut to control the compression. Or the crystalline lens may be removed. These operations are only exceptionally performed.

"Quite a different thing is the process that may be called treatment by 'eye-gymnastics,' and which we owe at the outset to Professor Hirschmann.

"The eye being too long, it must be shortened, and to this end a continuous or discontinuous pressure is exerted on the eyeball so as to restore to the outer membrane, the sclerotic, all its indispensable lateral elasticity, and enable it to recover its resistance to the muscular pressure exerted by the neighboring muscles. This is accomplished by a device shown to the Academy of Medicine, on January 16 last, by Messrs. Bacchi and D'Ansan.

"The apparatus has the general shape of a pair of spectacles in which the glasses have been replaced by tampons whose pressure is regulable, a pad exerting counter-pressure against the nose. The operation is performed in a dark room by periods of pressure of one to two seconds with rests of equal length, for ten minutes. The sittings are repeated as often as necessary. More of them are required with the older patients.

"Treatment by this method seems to bring about noteworthy improvement; for example, a man of fifty-five years (an unfavorable age) could not read, before the treatment, further off than a foot. After it he could read the same characters sixty-four inches distant. . . . Whatever may be the future of this treatment, it is worth looking into."

DRAFT THE DRAFT-ANIMALS

TO EXTEND CONSCRIPTION to city horses is advocated by a writer in *Engineering and Contracting* (Chicago, May 2). Draft-animals, he says, are needed at present far more on the farms than they are in the towns and should be sent where they are most useful. Coupling this form of animal conscription with the extension of Western methods of gang-plowing, and the use of the "jerk-line," with which one man may drive a number of horses at once, would result in greatly cheapening agricultural production. He writes:

"America has shipped to Europe several hundred thousand horses and mules since the war began, and it has been said that many small farmers, particularly in Southern States, are short of live stock needed on the plows and harrows. The editor, in a recent Southern trip, saw more single mules than spans of mules at work plowing. It has always been a fact that the small Southern farmer has had too few mules, and now this condition is even worse than it was before the world-war.

"In this connection it may be well to contrast practise in the far West with that in the East and South. In California, for example, one rarely sees fewer than a 'four-up team' of mules on a plow, and usually the number is six mules to a plow. The plow is a gang-plow that cuts three or more furrows, and one man controls both the mules and the plow. In this way, altho wages are twice as high in California as in Alabama, for example, plowing costs considerably less per acre in California than in Alabama.

"When one considers the simplicity of gang-plowing with six mules, and the fact that one man thus does the work of three men driving separate teams, is it not astonishing that the California method of plowing is not used almost universally? The editor has put this question to many Easterners, and the almost invariable excuse has been that the small size of Eastern farms does not make it economic for a farmer to own six head of mules or horses. Quite so, but there are innumerable small farms in California where no mules at all are owned by the farmer, yet where all plowing is done with rented mules in six-up teams. In other cases the plowing is done by contract, the contractor moving from farm to farm.

"Secretary Lane has made the suggestion that several hundred thousand acres of reclaimed land in the West be farmed by large gangs of men who can be shifted from ranch to ranch. Thus the work would be done on a large and economic scale. Excellent as this plan is, we believe that our suggested use of city horses on farms, coupled with the introduction of Western methods of gang-plowing, would have a vastly greater effect than any other single plan yet suggested. The horses could be rented to farmers at $25 to $40 a month per span, and their owners would thus receive a compensation that would be a good income on the investment. The railways would be relieved of the burden of transporting more than a ton of feed per team per month."

EVADING PROHIBITION—With reference to a recent article quoted in these columns about the sale of alcoholic medicines in "dry" territory, Mr. W. J. Lyons, of Dallas, Texas, writes us as follows:

"It is a notorious fact that apple cider and so-called apple-base cider, containing as much alcohol by volume as from 5 per cent. to 12 per cent., are being sold in every dry county in the State of Texas, as well as nearly every dry State in the Union. For some unknown reason, the United States Government does not tax apple cider containing alcohol, and even permits an apple-base cider to be made where it can be shown the base is made of apple; and many of the wholesalers dealing in this class of goods fortify or increase the volume of alcohol by addition of cane-sugar. This is shipped in kegs and barrels all over the United States in violation of the prohibition laws of the several States, and why Uncle Sam does not levy a tax on the sale of these goods, when they contain more alcohol than most of the wine being sold, is a mystery which is yet to be solved."

BEES AS FIREMEN

HOW A COLONY OF BEES kept a fire that badly scorched their hive from destroying the contents is told by a writer in *Gleanings in Bee Culture*, quoted in *The Guide to Nature* (Sound Beach, Conn., May). According to the writer, the work of preservation accomplished by the bees was done by stationing themselves in the entrance to the hive and creating a current of air by the action of their wings. This act of "ventilation" is one that bees are frequently called upon to perform, but the task of carrying it on so vigorously as to keep the hive cool in the midst of a fire must have required heroic exertion. The "busy bee," in fact, must have been even busier than usual, and his hive a veritable "hive of industry." It is well that we have these two authoritative nature-observers to vouch for the story. Says the paper named above:

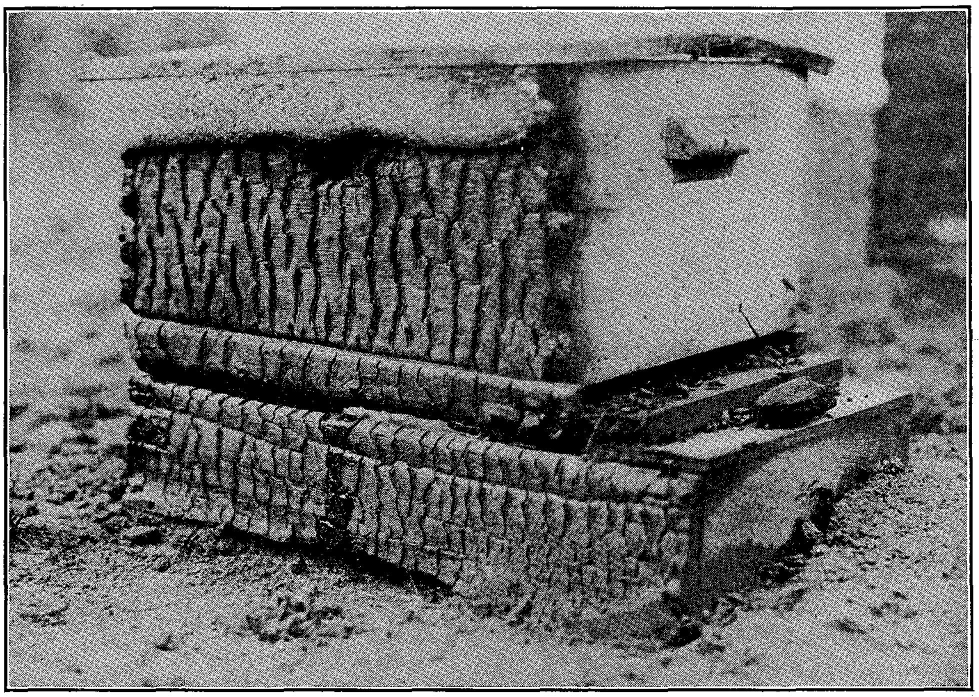
"The heat was so intense that all the woodwork under the metal cover was burned away, even the front rail. A piece of it is shown where it dropt down at the entrance. The fire not only burned deep on the side, but actually burned a hole through the center. The comb next to it was melted down, as will be seen by the black stain where the wax ran on to the side board of the hive-stand. Not only was the wood burned out from under the tin roof, but the top bars of the brood-frames were charred half-way down. That a colony could survive under such conditions is unbelievable.

"Any one would suppose that they would have been driven out of the hive, and that all the combs would have melted down, and that the wax would have ignited, leaving nothing but a pile of ashes. But, remarkable to relate, at the time the photograph was taken there was a nice colony of bees, and all the combs were intact except the one next to the hive, which had been melted down.

"These bees, as soon as the hive became scorching hot, must have gone into the business of ventilating with the knowledge that the flames of Hades were after them. The men who fought heroically to keep down the big lumber fire could not have worked harder, and every bee must have gone into the business of fanning, blowing a current of cold air into the hive and the warm air out. It surely was a life-and-death struggle.

"We have heard of instances where colonies left out in the hot sun have had their combs melted down; but evidently they had a restricted entrance, or too many bees in the fields, to keep up the necessary ventilation.

"Why the hive here shown did not burn up entirely will remain an unsolved mystery, unless we admit that a good colony can do more in ventilating than we usually give it credit for. It is possible and even probable that some firemen, seeing the plight of the hive, dashed a pail of water on it and thus saved for us a relic that is exceedingly valuable in showing the power of bees to keep down the internal temperature of the colony, even tho the outside of the hive was afire. It will be noticed that the entrance is seven-eighths by the width of the hive, and that would afford ample ventilation. If it had been contracted down to the usual space, in all probability the combs would have melted down and the bees been destroyed."


Courtesy of "The Guide to Nature," Sound Beach, Connecticut.

THE BEES KEPT THE INSIDE OF THIS HALF-BURNED HIVE COMPARATIVELY COOL.

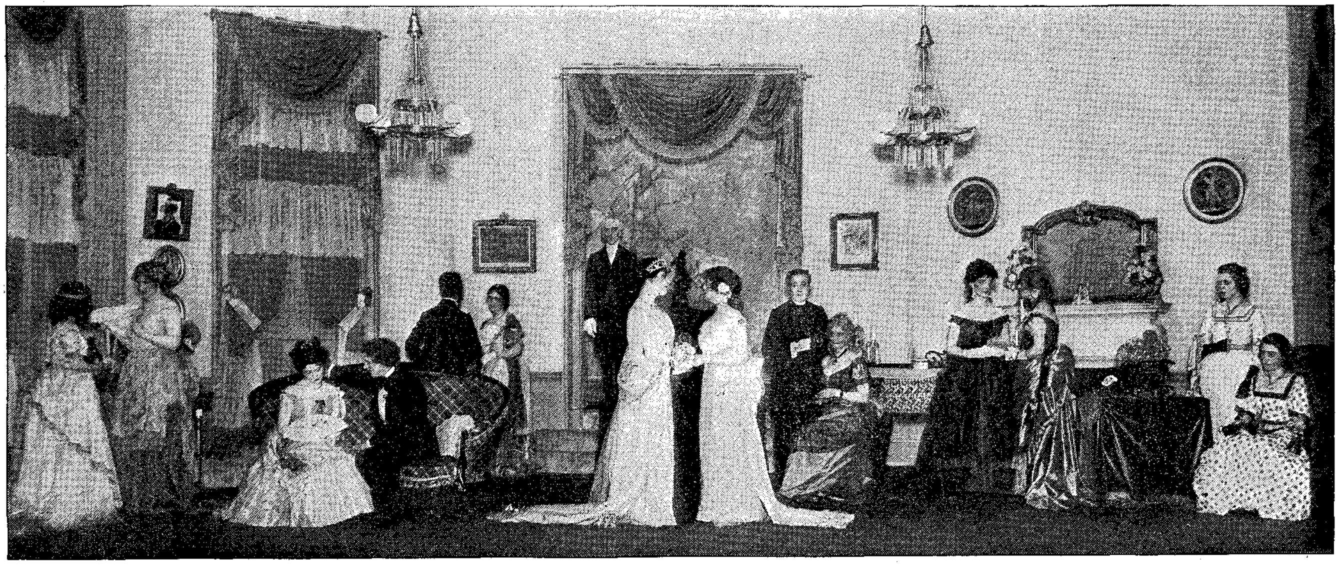
THE PLACE OF DEATH IN EVOLUTION

A SINGLE ORGANISM can grow and develop only up to a certain point, limited by its degree of specialization. That further progress may be made, the individual life must cease and give place to a successor. This, we are told by F. H. Pike, of the department of physiology in Columbia University, New York, writing in *The Journal of Heredity* (Washington, May), is the rôle played by death in evolution. Death itself, from this point of view, is an adaptation for the benefit of the species. Dr. Pike shows, in various ways, how the greater efficiency of the human organism has uniformly tended to limit that organism's period of existence. He goes on to say:

"It is man's nervous system which has raised him above the animals, and on which his progress for the future depends. Limitation of change in this system probably means a limitation of personal achievement, and would mean a limitation of the achievement of the race if no progressive change through the production of new individuals were to occur. Changes of sufficient magnitude for purposes of organic evolution can occur only through the cumulative effects, persisting through many generations, of the small changes, always toward something better if the race of the species is to endure and take its place in the hierarchy of organic life, appearing in each successive generation of new individuals. The immortality of all individuals who have ever appeared upon the earth would have resulted in an insufferable congestion and a ferocity of the struggle for existence which would transcend anything we now know. Ferocity does not seem to be now, nor to have been in the past, the sole object of evolution. . . . . . .

"The restriction of cell-division is a necessary consequence of the regulation of body form. . . . The restriction of cell-growth extends even to the germ cells, since uncontrolled development of such cells within the body would lead to disaster exactly as uncontrolled development of . . . tissue in malignant growths finally leads to the death of the organism. The germ cells of higher organisms have lost the power of parthenogenetic division, and develop only under such conditions as will decrease, in large measure, the danger to the parent organism. The limitations to possible change during the lifetime of any individual preclude changes of sufficient magnitude for purposes of evolution. The death of the unmodifiable organism may be considered as an adaptation from the point of view of the species."

LETTERS - AND - ART



REVIVING A DU MAURIER DRAWING-ROOM SCENE.

On the sofa sits *Peter Ibbetson* (Jack Barrymore) at his first party. In the center stands the *Duchess of Towers* (Constance Collier) talking to her hostess, *Mrs. Deane* (Laura Hope Crews). She was the *Mimsey* of *Peter's* childhood days, whom he had never seen since.

"DREAMING TRUE" ON THE STAGE

PUTTING NOVELS ON THE STAGE is always a dangerous experiment. Good readers often make bad playgoers, and dissatisfaction results from seeing the dramatization of one's favorite author. Thackeray came to the test this season in "Pendennis" and "Newcomes" with no enthusiastic results; Du Maurier is having better luck, and yet at first blush he would seem as undramatic as his great Victorian predecessor. "Trilby" has long been a favorite with theatergoers, and visions of Virginia Harned and Phyllis Neilson Terry as the heroine are permanent possessions. Now the two Barrymore brothers have added portraits to the Hall of Fame as the *Ibbetsons*—uncle and nephew. With a novel whose mechanics, such as the recurrent "dream scenes" in "Peter Ibbetson," presents peculiar difficulties, this stage adaptation satisfies the exacting taste of Mr. Towse, of the New York *Evening Post*, for preserving at least "some of the flavor and atmosphere" of the original. And he declares that "it is very seldom that a stage adaptation of a popular novel retains much of the spirit or charm of the original." Mr. Towse runs through the incidents of the play to refresh our memory. How the main outlines of the story have been followed by the adapter is indicated in the order of the scenery:

> "A ballroom scene in the house of *Mrs. Deane* introduces most of the principal characters in the first act, and—altho the effect of the miscellaneous dialog is somewhat chaotic—this is a happy bit of early and mid-Victorian representation. Details of dress and manner were faithfully caught. Some of the men were queer specimens, but the women were excellent. The dancing of the schottische and varsovienne must have revived pleasant memories among many of the older spectators. In the second act, in the Tête Noire Inn, at Passy, *Peter Ibbetson* revisited the home of his parents, had the revealing vision of his childhood (which was managed with nice adroitness and feeling, in spite of the wilful perversity of a back drop), and discovered his lost *Mimsey* in the *Duchess of Towers*. In the third act, in *Colonel Ibbetson's* rooms, *Peter* learns from *Mrs. Glyn* of the atrocious libel directed against his mother by his abominable uncle, calls the latter to account, and in the ensuing quarrel strikes him down and kills him. The scene of this unpremeditated homicide is a bit of extremely well-managed realism, which excited the audience to prolonged applause. The concluding scenes are in the chaplain's room in Newgate and in *Peter's* cell forty years later."

The *Times* reviewer—presumably Mr. Woolcott—points out the better fortune of this play in not, like "Trilby," being pitchforked on to the stage at the moment of its first success as a novel. This "earlier, rarer, and finer novel did not reach the stage until a quarter century after it was written, and, except for a single performance for a war-benefit in London, was never presented to an audience" until the production now made at the Republic Theater. Mr. Woolcott confesses himself "inordinately fond of 'Peter Ibbetson,'" and yet "enjoyed the play greatly, feeling that it reproduced its story ingeniously and well, caught admirably a good deal of its precious flavor." He gives us the interior story, whereas Mr. Towse presented externals:

> "'Peter Ibbetson' is the story of the man and woman who dreamed true. Have you ever experienced a recurrent dream? Was it one that took you back as a fascinated spectator to the wonder days of your childhood? Suppose that you learned the trick of thus revisiting that scene any night that it pleased you. Suppose, sir, that there you met and spoke with a beautiful woman whom you had seen wistfully and but for a moment once before in your waking life. Suppose that later in everyday life you were to cross her path again and learn by chance that at the same day and hour she, too, had been dreaming, and that in her twin dream she had met and spoken with you.
>
> "Then would you have the conditions of *Peter's* great adventure, the strange capacity these two had for dreaming deliberately and spending their dreaming hours together—*Peter Ibbetson* and *Mary the Duchess of Towers*, *Mary* who had been the little short-haired *Mimsey Seraskier* of his childhood. How this spirit romance flourished unseen to the world which separated them as widely as the poles; how, even after *Peter* was sent to prison for life, he lived for forty years in blessed union with the gracious lady of his dream, this is Du Maurier's famous story, which, after many years, has reached the stage in a play by the late John N. Raphael.
>
> "The difficulties of staging such a story thicken, of course, when the effort must be made to show the limitless resources of these two spirits who could travel together to any spot on the

world, who could fit out their dream-house with all the finest furniture they had ever seen, hang its walls with the great pictures of the world, and hear at will the finest music the memories of either of them could recall. It is with a glimpse of the opera-house—in Milan, perhaps—that the curtain falls on the third act, a rather dinky opera-house with a disappointing substitute for Patti's voice. Then, too, the play must needs escort *Peter* to the world beyond, when the *Duchess of Towers* has died and he follows to find her waiting for him, an attempt to go on and on after Du Maurier had, with the artist's discretion, laid down his pen."

Mr. Woolcott, with such devotion to an old favorite, will be again convinced that there are always "fellers who try to take the joy out of life," and his quarrel will be with Mr. Broun, of *The Tribune*, who is sure the play does not do justice to the book:

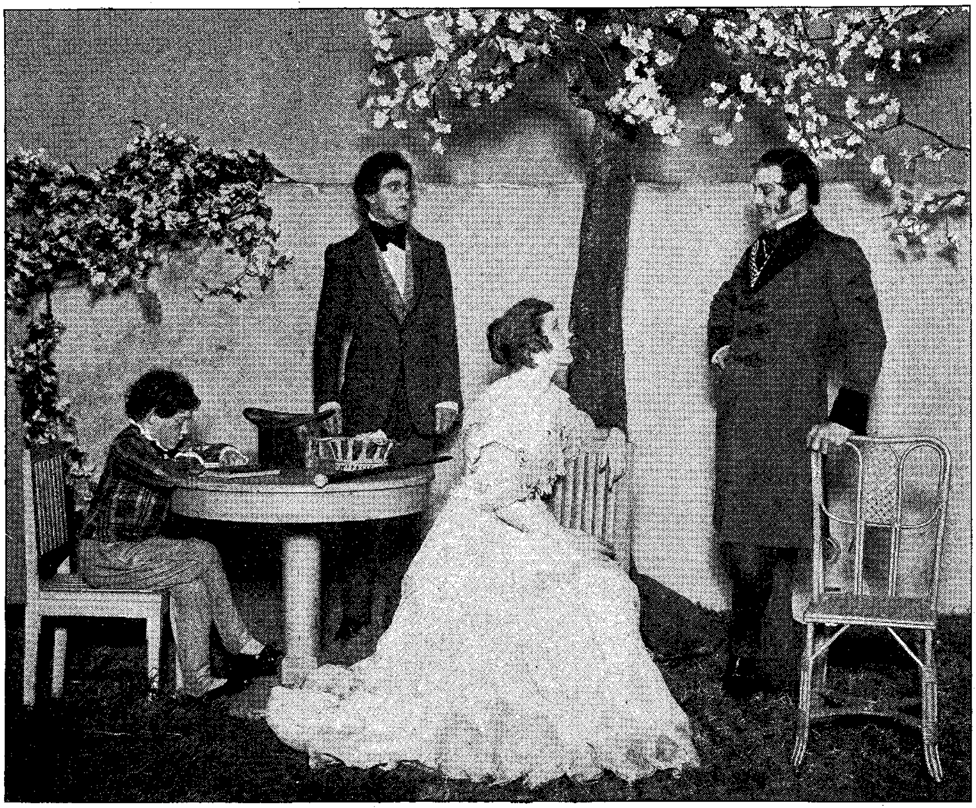
"In the very nature of things that would be impossible. But 'Peter Ibbetson' is a fine book, worth ten of 'Trilby,' in fact, and something less than justice might well avail for the stage. Yet the play is still less than this. It is admirably clear. Here no one may quarrel with Raphael. He has prepared for the murder and explained it much more clearly than the author of the novel, and the murder itself is tense and thrilling. For dramatic purposes murder is certainly a capital crime. We lose patience with the adapter of 'Peter Ibbetson' on two grounds—he fails to make sufficiently adequate characterization of *Peter* and he imparts to the dream scenes an annoying, sirupy quality. Curiously enough, *Colonel Ibbetson*, who is not nearly so well drawn in the novel as his nephew, is much more complete in the play. It is true that Lionel Barrymore gave a better performance last night than John Barrymore, who played *Peter*, but without doubt his was the superior opportunity.

"John Barrymore does not seem to us naturally suited for *Peter*. This part-French and part-English lad grew up to be a handsome, powerful, curiously bashful, and gentle person. This gentle touch is quite beyond Barrymore. Few actors have it. But, of course, there is one, and O. P. Heggie is the man. Just as much as Barrymore differs from Heggie, just so much does he differ from *Peter*."

Our critics give a little more attention to the art of acting than formerly, and while there is not perfect agreement between the *Times* and the *Tribune* reviewers, together they give us food for reflection:

"John Barrymore, tho he lacks the gigantic stature which Du Maurier chanced to bestow on *Peter Ibbetson*, does bring riches of skill, eloquence, and imagination to a part as different from any we have seen him play as was his wretched *Falder* in 'Justice.' There are tenderness, romantic charm, and wistfulness here—and then a fine black rage for the murder of *Colonel Ibbetson*. Particularly in the first act last night (when none of the scenery fell on him), there was a notable spirituality in his sensitive performance that gave the play its tone.

"Lionel Barrymore's arresting and ingenious playing as *Colonel Ibbetson* is an admirable thing. It is a delicate and charming performance which Miss Collier gives as the *Duchess of Towers*, tho she comes no closer to resembling the *Mary* of Du Maurier's drawings than does Barrymore to the *Ibbetson*. Miss Crews is agreeable and sufficient in a minor rôle and a capital bit is done by Wallis Clarke as the poor old *Major*, who is the only survivor poor *Peter* finds when he makes his disconsolate, solitary pilgrimage to his beloved Passy before he learns to dream true."


Photograph by Charlotte Fairchild.

PETER IBBETSON REVISITS IN DREAM HIS HOME OF TWENTY YEARS AGO,

And sees his mother talking to *Uncle Ibbetson*, while he, as a small boy, pores over his lessons.

FURLING "THE STAR-SPANGLED BANNER"

NEARLY EVERY ONE AGREES that we need a new national hymn. The man with the untrained musical voice can not sing "The Star-Spangled Banner" through without disaster. Many are in doubt whether they ought not really to be singing "America" as the nation's hymn. Everybody tingles to "Dixie," but that is only a sectional expression. When the soldier marches he sings instinctively "Hot Time in the Old Town" or "Marching Through Georgia." Our need is sorely felt, and a New York newspaper, *The Globe*, is instituting a competition. Whatever its outcome, it has the ghosts of two former similar efforts ending in failure to contend with, and the probability seems to be that a new hymn will come when it listeth and not through deliberate efforts. Dr. Frank Damrosch, of the Institute of Muscial Art, warns us to "First catch your poet." The lyric of a national anthem is thus put down as more important than the air. "We will not have a great national anthem until some one first writes a great national poem," he declares in *The Globe*. Some composer might evolve a fine melody, but what of the words?—

"They can not be stuffed into the melody. That is one of the defects of the present anthem. But the music can be fitted to the words. No composer, however, is likely to be inspired to this task by conventional patriotic verse.

"Surely, it is evident that the words of an anthem are all important. They are expected to express the national ideals and aspirations for the public. Without such words the finest melody is impotent.

"'The Star-Spangled Banner' is a bad poem squeezed into a drinking-song. An anthem beginning 'Oh, say' is laughable. Then 'bombs bursting in air' and 'rockets' red glare' is cheap imagery. The American ideal of patriotism is not mere physical bravery. All peoples have that in about equal measure. If any have believed otherwise this war should have shown them their error.

"Julia Ward Howe's lyrics for 'The Battle Hymn of the Republic' are the nearest approach we have made to this great national poem. They are not near enough, however, and they are wedded to a hurdy-gurdy air. Subtract Mrs. Howe's words from the melody, and it becomes 'John Brown's Body,' a negro chant. She may have had the air in mind when she wrote the words. Certainly a composer would hesitate before attempting a melody to carry a seven-foot iambic meter such as Mrs. Howe used. Those who enter this contest should remember that simple verse-forms are best."

There will be patriots who would bewail any repudiation of "The Star-Spangled Banner." They may exercise their argumentative powers on C. B. Ter Kuile, who sends to the New York *Tribune* five reasons why this national hymn should go into the discard:

"1. It is practically unsingable by the masses, because its range of melody, covering one octave and four notes, requires a voice of extraordinary compass.

"2. The melody is not American. Judge Nicholson, of Baltimore, discovered that the tune of 'Anacreon in Heaven,' an old English drinking-song, fitted the words of Francis Scott Key, so the words and music were speedily joined.

"3. As a lyric poem 'The Star-Spangled Banner' is inadequate, because the words and music are not a good fit. Many of the phrases, abounding in harsh-sounding consonants, are inharmonious, such as 'Whose broad stripes and bright stars,' 'And the rockets' red glare, the bombs bursting in air,' 'the foe's haughty host,' 'What is that which the breeze,' 'Then conquer we must, when our cause it is just,' etc. On the words 'glare' in the first verse and 'must' in the last the note *F* (high for most voices) must be sung. The beginning, 'Oh, say, can you see,' is weak.

"4. The song was 'occasional,' pertaining to a certain occurrence, and, as such, fails to embody the most enduring sentiments.

"5. The composition does not compare favorably with the patriotic hymns of other countries and has been deplored and ridiculed for years by musicians."

Mr. Krehbiel, in the same paper, "can not tell how many ambitious poets and composers have sent their lucubrations to us for inspection or publication—a natural result of the declaration of war with Germany. So the fever is on, tho it was lulled to rest four years ago when a concerted effort was made by the International Eisteddfod, held in Pittsburg, to get a new hymn." Mr. Krehbiel describes the outcome:

"The writer happened to be one of the two adjudicators on that occasion, and had the melancholy task of reading words and music of twenty-nine hymns, all barren of poetical thought or musical idea as the Desert of Sahara is of water. Five years earlier the Institute of Arts and Letters, eager to try its hand at some kind of literary reform, pointed out our national deficiency, but did nothing, so far as we can recall, to supply it. Before that a newspaper had made an effort to find the national poet among its readers, and some time before that a branch of the Order of the Cincinnati strove to supply the grievous and long-felt want."

More interesting is his account of a really serious effort to supply the "long-felt want." It grew out of the Civil War:

"Its results were preserved in a monograph written by Richard Grant White and published in 1861 by Rudd & Carleton under the title 'National Hymns: How They Are Written and How They Are Not Written—A Lyric and National Study for the Times.' It has always been an interesting little pamphlet, and it is especially interesting now. The movement grew out of a wide-spread lamentation at the outbreak of the Rebellion over the want of a patriotic hymn in which the popular emotion could find utterance. A gentleman, who kept his name secret, offered a prize of $500 for the needed anthem, and a committee issued a call through the newspapers under date of May 17, 1861. The members of this committee were Julian C. Ver Planck, Charles King, Hamilton Fish, George William Curtis, J. J. Cisco, George T. Strong, John A. Dix, M. H. Grinnell, Luther Bradish, Richard Grant White, John R. Brodhead, Arthur Leary, and Maunsell B. Field—as distinguished a body of citizens for its size as could well have been got together.

"Manuscripts poured in by the hundreds in response to the invitation. They came from all parts of the country, as well as from England and Italy. Twelve hundred in all were they, and three hundred of them were provided with musical settings. Every one was conscientiously examined, the heap being winnowed again and again, and the best of the musical compositions were performed by William Scharfenborg and Stephen Cutler. On August 9, 1861, the committee reported concerning the hymns that 'altho some of them have a degree of poetic excellence which will probably place them high in public favor as lyrical compositions, no one of them is well suited for a national hymn.' So no prize was awarded, that privilege having been reserved by the committee, 'who were seeking,' said Mr. White, 'not the best hymn submitted, but the hymn that was needed.' The authors of the most meritorious of the hymns were invited to authorize their publication by Rudd & Carleton in a volume to be edited by Mr. White and sold for the benefit of a patriotic fund; but so many withdrew their manuscripts that the proposed publication had to be abandoned. Mr. White utilized the remnant in his monograph, which is to be commended as a model of intelligent discussion and sparkling satire. Dr. Oliver Wendell Holmes was among the contestants, and one stanza of his hymn, styled 'Union and Liberty,' deserves reproduction from his collected poems:

Flag of the heroes who left us their glory,
  Borne through their battle-fields' thunder and flame,
Blazoned in song and illumined in story,
  Wave o'er us all who inherit their fame!
  Up with our banner bright,
  Sprinkled with starry night,
Spread its fair emblems from mountain to shore;
  While through the sounding sky
  Loud rings the nation's cry—
Union and Liberty, one evermore!

DUSE IN THE MOVIES

THE FILM has already registered for us and for posterity such great players as Bernhardt, Ellen Terry, and Forbes-Robertson. Many only less great and countless hundreds of the humbler mimes "strut their hour"; but will the movies have a greater sensation to offer than, if the event should happen, when Eleonora Duse appears in a photo-play of her own? Duse, it seems, has not finally retired from the stage, as for years we had supposed, but she contemplates a return by way of the cinema, in which form of expression she is reported to take a deep interest. In the Boston *Transcript* we read in an article by Matilde Serao how these last years of retirement have been spent in Rome:

"We talk to Eleonora Duse about the cinematograph. Rather it is I who listen with that sense which surpasses admiration in me, which is a veritable spiritual devotion. She speaks and I, who know the rapid growth of her great talent and her rigid understanding of art, ought not to be surprized that for more than a year she has quietly but tenaciously considered the question of the cinematograph. She believes firmly that from this mute stage, which has in its favor the rare and enviable element of the approbation of the most numerous and humble portion of the world's population—in the dark and crowded halls, new expressions of esthetic beauty and moral beauty may manifest themselves; she believes, nay, knows, that altho the fundamental laws which govern the representations on the white curtain must be respected, yet a singular dramatic greatness may be given to the cinematographic art, a horizon where all the valkyries of human passion can do battle, conquer, perish among the rolling clouds, seated on great white horses.

"Eleonora Duse, consenting yet once again with spontaneous abandonment to the fatigues of representative art, who retired still young from the stage, has not only faith in herself but in that cinematographic art, which embraces the most complex as well as the most simple manifestations—this woman, who has been without vanity during the whole of her life, this woman whose only pride is in poetry and art, admires and loves those who, men and women, have already given their personality to the mute stage. Recalling them, in conversation with me, she spoke of certain interpretations of Francesca Bertini, of Leda Gys, and her judgment was sincere, well pondered, just. And always, with her beautiful, vague eyes, gazing afar off—who better than she has known how to dream of the infinite?—she exclaimed in a voice which came from a mysterious interior world: 'Oh, so much can be done, . . . so much can be done with the cinematograph.'

"I congratulated her on having chosen one of the works of my dear and illustrious friend in descriptive art, Grazia Deledda,

> for her first manifestation. The austere and powerful talent of Grazia Deledda, those sculptured figures of women with primordial and profound feelings, were, perhaps, not suitable for Eleonora Duse. The great actress listened to me and agreed. And then she revealed a secret to me which filled me with wonder and delight. Eleonora Duse is so penetrated with this cinematographic art that during her long days of workful silence she has herself written sketches of dramas, of dramatic cinematographic episodes, she has put on paper her visions of art. . . . Now, any one knowing Eleonora Duse in close intimacy knows that she possesses a magic pen and that her thoughts, in their written form, assume a strong and marked originality. . . . To see Eleonora Duse on the film of any writer must be a fascinating spectacle. But what would not be our emotion if Eleonora Duse should appear to us in a dream of her own making?"

The following picture of the Duse of to-day may interest those who carry a mental image of the marvelous actress of the past:

> "Her beautiful hair is all silvered and falls naturally in lines and waves, but it is shining silver and preserves on the forehead that slightly sinuous line, between the forehead and the temples, that makes so esthetic a frame. Her unforgettable eyes have ever that internal depth of poignant melancholy with which she made of love, of hate, of passion, or grief something so penetrating and pungent that its effect on the soul was that of a subtle sound."

GERTRUDE ATHERTON'S WAR-WORK

FOR OVER A YEAR our distinguished fellow countrywoman, Gertrude Atherton, has had no dealings with fiction, her habitual *métier*, but has occupied her time with the terrible realities of war. "I must raise $5,000 a month or my *blessés* (wounded) will die," she writes in the New York *Times*. She is the chairman of the American Committee of the society known as *Le Bien-Être du Blessé*, which aims to provide the delicacies needed for the sick to woo them back to health. But the literary touch does not forsake her; indeed, it becomes a hindrance, as she says she has recently been told:

> "John Moffat tells me that my last article to *The Times* in behalf of *Le Bien-Être du Blessé* was too much in the nature of an interesting article, and that I was so much occupied in stating all that we had accomplished so far and in entertaining the reader that my appeal for funds was completely swamped.
>
> "It is true, alas! that writers, like any other artists, are always too prone to be occupied with their manner, and the picturesque matter this manner may be engaged in embellishing, to be as effective as the crafty professional charity-fund raiser, whom long practise has taught every sure method of coaxing money out of reluctant pockets. I noticed the same fault in Edith Wharton's appeal in behalf of her tubercular work. The article was so interesting that one quite overlooked its appeal and had a pleasant sensation of content that she had done so well. As any one connected with war-relief work knows, her need is great and pressing."

So is Mrs. Atherton's. The new terrific fighting on the Western front makes "the wounding three times as great as the killing." The facts are given in a letter she received from Mme. d'Andigné, who says:

> "There are two enormous new evacuation hospitals opened in Champagne and three or four people come in a day asking us to send supplies there. The *camions* (trucks) come up to the *baraque* (warehouse) and simply beg for food. . . . I am so rushed that I can hardly think. A certain number of people are very faithful about helping, but no one person seems able to take charge of any one department. I have to keep everything in my head and it makes it turn. (I never thought my head would turn!) But if some of the suffering is relieved what difference does it make? As I said in my last, cable every week three-fourths of the money collected and send one-fourth in foodstuffs, particularly just now condensed milk, cocoa, prunes, and sugar. A poor soldier wrote me from a hospital: 'Dear lady, the cocoa was so good. I had not tasted any for so long, and those biscuits and soups—*là! là!* I was so hungry and ill and now I am better.' Another letter was an attempt from an Arab, poor thing! I could only distinguish the word 'co-co.' . . . . . .
>
> "(In P. S.)—People clamoring for supplies all morning. Ten thousand just brought into hospitals greatly in need. Please make new appeal."

Mrs. Atherton's special appeal to the New York *Times* readers ought to be looked upon with interest in the wider range of LITERARY DIGEST readers:

> "If out of the many thousand readers of *The Times* 1,000 would send me $5 each, or 5,000 would send me $1, Munroe & Co. could cable $4,000 to Paris on Saturday and I could place an order with the Vacation War-Relief for $1,000 worth of the immediately desired articles. Last week, alas! I could cable nothing, and I have been so successful hitherto in raising money that it is now well known in France, and no one over there gives any more! I have long since passed that point where I have any pride in the matter, but its substitute is a haunting vision of what the conditions in those terrible war-zone hospitals would be if I no longer could raise the money to help Mme. d'Andigné supply them; and not only the physical calamity but the grim and silent despair of those wounded men. Now we keep up their morale, as well as restore their vitality.

Photograph by Rockwood, Jr.

GERTRUDE ATHERTON,

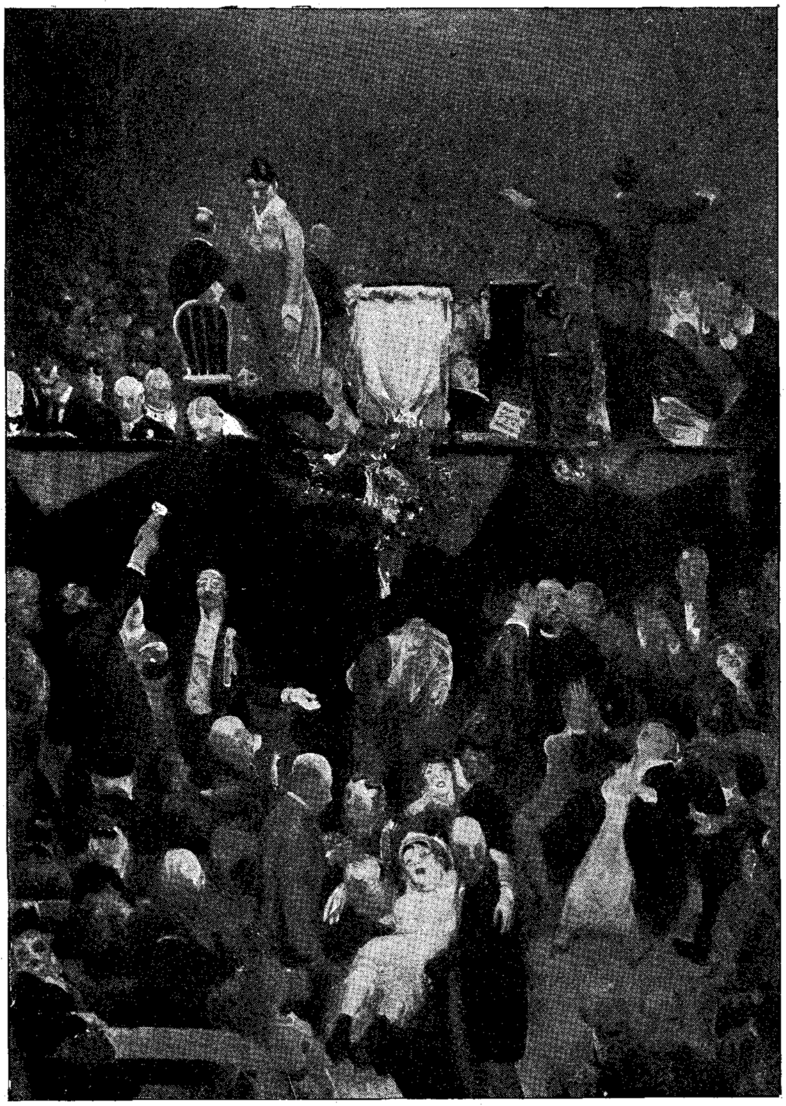
Who withstands the lure and lucre of novel-writing to raise funds for the benefit of the French wounded.

> "Many rich people have refused my personal appeals (and if anybody thinks begging is pleasant let him try it) on the ground that they are already pledged to certain war-charities and can afford no more. The truth is they are ashamed to give small sums. Can not they donate $5 through one of their employees? And $5 keeps a man during his entire term in hospital, and means either a life saved or a short term of hope and comfort.
>
> "All donations should be addrest to our treasurers, the bankers, John Munroe & Co., 360 Madison Avenue (eighth floor). Please do not omit these specific directions, as the National Allied Relief Committee has moved, and all checks must be entered there upon our books before being sent on to Munroe & Co. at their banking house, 30 Pine Street. This is done by special messenger every afternoon. All checks should be made out as follows: 'To John Munroe & Co., for *Le Bien-Être du Blessé*.'"

RELIGION-AND-SOCIAL-SERVICE

DR. ABBOTT'S VIEW OF BILLY SUNDAY

"SLANG, but in no such wholesale quantities as I had been led to expect!" So Dr. Lyman Abbott reports what he heard at a Billy Sunday meeting. Furthermore, he adds, there was not even a "remote suggestion of vulgarity or coarseness in his address." And Dr. Abbott finds that "whatever was objectionable in Billy Sunday's use of the language of the street was more than compensated for by the entire absence of the pietistic phrases which we are accustomed to expect from professional evangelists." There was no use of "what has been well called the '*patois de Canaan*,'" such as "Take up your cross," "Lay down the weapons of your rebellion," "Come to Jesus just now," "Saved by the blood of Jesus." There have been many estimates of the pulpit qualities of Billy Sunday from both the lay and the religious press; Dr. Abbott presents in *The Outlook* the impressions of one long schooled in the practises of liberal Christianity. He apparently approves of Billy Sunday, whatever the converse of the statement might be. Billy Sunday, says Dr. Abbott, speaks "both of and to Jesus Christ as tho Jesus Christ were on the platform at his side. His familiarity with God is that of a boy whose father is his constant companion." That is Dr. Abbott's view of what many people describe as sacrilege. We read further:



A REALISTIC STUDY OF A BILLY SUNDAY MEETING.

George Bellows's picture and Dr. Lyman Abbott's description furnish two views of the evangelist, in which we also read the psychology of the observer.

> 'To those accustomed to the gentle persuasiveness of the ordinary preacher Mr. Sunday's gestures come as a surprize. He gestured with his whole body. But I remember the saying attributed, I believe, to Cicero, that there are three characteristics of oratory: 'The first is action; the second is action; the third is action.' I remember also years ago hearing Father Gavazzi, whose posturings were singularly graceful, but who, as I recall it, was not still for a moment, and whom I listened to with interest for an hour, tho he spoke in Italian, a language with which I had but the slightest acquaintance. I recall also John B. Gough, who enacted every story which he told, and in his impassioned eloquence was never still for a moment. It was as natural for Mr. Sunday to stand on one foot in his platform pulpit as for him to do so when he threw the ball in the ball-field. He carries the intensity of the game into his work, and is not able to express the passion of his ardor without calling every part of his body into play to do it.
>
> "This is also the explanation of what is called his intolerance. He is frankly intolerant of wickedness, hates it, and calls on his congregation to join him in hating it. The night that I heard him he gave no expression of intolerance toward those who honestly differed with him in opinion, only toward those whose malignancy, selfishness, love of ease, or careless indifference prevented them from enlisting in the campaign against vice and crime. He threw the whole force of a powerful personality into his sneer against the phrase 'I favor.' 'I favor!' he cried; 'what will you do for it? Will you live for it? Will you suffer for it? If need be, will you die for it?' For myself, I wish we had in the pulpit more of Mr. Sunday's intolerance for lukewarmness and indifference, more of Christ's intolerance for greed and oppression cloaked in garments of piety. We ought to abolish, from both our penal laws and our theology, the spirit of revenge; but we need to retain in both our social and our spiritual life the spirit of the text, 'Abhor that which is evil.'"

In showing how Mr. Sunday addresses himself to the spiritual nature of man, Dr. Abbott finds that "he is wholly untheological" and that he "deals wholly with essential truths":

> "There was scarcely anything he said that night which might not have been welcomed by either a Roman Catholic or a Protestant, a Jew or a Christian. It is true that a Jew could not have spoken as he spoke, because his whole speech was pervaded by a faith in Jesus Christ as a living, present, personal, intimate friend. But he did not argue for this faith nor define it, nor even state it. He employed it without defining it, and his appeal was forceful to those who believed in Christlikeness of character whether or not they believed in the historical Christ as the supreme manifestation of that character. So he did not argue the reality or the efficacy of prayer, but his prayer itself, as the naive expression of his own experience, could hardly fail to wake up in any sympathetic hearer the desire for a companionship with Christ like that of Mr. Sunday. The Church has too long treated Christianity as one religion among many religions, to accept which one must accept its philosophies and its definitions.

Mr. Sunday that night presented it as a life of heroic service which one could accept only by resolving to live it.

"This twofold quality in Mr. Sunday's preaching, its direct spirituality and its intense vitality, necessarily carries with it a third characteristic: it is immediately and directly practical. Mr. Sunday's message that night was a trumpet-call to action. I see occasionally the phrase 'applied Christianity.' I should say that Mr. Sunday knows no other than an applied Christianity. His address was pervaded by faith in God and in immortality, and more than once he said that God would call men to an account for the way in which they lived and would send to hell those who lived evil lives. . . . . . .

"He who condemns Mr. Sunday as a mountebank does not know the spirit or the work of the man whom he condemns. He who thinks that Mr. Sunday attracts great crowds by his slang, his irreverence, and the vehemence of his gesticulations, and who attempts to employ the same methods, hoping for the same results, blunders egregiously. But all ministers and the whole American Church might well study the spirit of Mr. Sunday's work in order to find in his ministry these three elements of power: how to make the direct awakening appeal to the spiritual nature of man, how to equip themselves for that appeal by a vital conviction of the essential truths of the spiritual life, and how to apply those truths to the daily business and social life of the American people."

Dr. Abbott declares that he can join heartily with Mr. Sunday's congregation in singing, "The old religion is good enough for me." He adds:

"The old religion is good enough for me, tho the old theology is not. The difference I have often stated thus:

"Religion is the life of God in the soul of man.

"Theology is what men have thought about that life.

"From some things which Mr. Sunday apparently thinks about religion I radically dissent. But he seems to me to possess the life of God in his own soul and a remarkable power to inspire that life in the souls of others. And that has been in all ages the secret of the prophet's power."

PEACE-SOCIETIES LINING UP FOR WAR

EVEN PEACE-SOCIETIES can see the folly of crying "Peace, peace," when there is no longer peace, and are either acquiescent or silent. Some, as *The Churchman* (Prot. Epis., New York) notes, are even taking the position that our acceptance of war with Germany is the most effectual means of promoting permanent peace. Thus, the trustees of the Carnegie Foundation for International Peace met recently in Washington and unanimously adopted these resolutions:

"The trustees of the Carnegie Endowment for International Peace, assembled for their annual meeting, declare hereby their belief that the most effectual means of promoting durable international peace is to prosecute the war against the Imperial German Government to final victory for democracy, in accordance with the policy declared by the President of the United States.

"*Resolved*, That the Carnegie Endowment for International Peace offers to the Government the services of its divisions of international law, its personnel, and equipment, for dealing with the pressure of international business incident to the war."

The American Peace-Society, said to be the oldest antiwar organization in the world, is called "a good loser" by the Springfield *Republican* because of its executive committee's conclusion to abide by President Wilson's decision on the question of peace or war. The society is really no loser, explains its organ, *The Advocate of Peace*, except in so far as the popular mind is diverted from thoughts of the ultimate peace to thoughts of the present war; "and that that diversion is only temporary and possibly helpful is shown by the increasing diligence with which plans for a lasting peace, based upon our ancient principles, are being formulated by all the nations at war." Members of the Society, it continues, "do not seek merely to follow the Government. We aim to go side by side with it in its effort to win peace as best it can." According to the Peace-Society's spokesman:

"This Society believes that the United States Government, in its wisdom, has been honest in its declaration of a state of war with Germany, in that it regarded this as a necessary measure which it could not avoid. We believe that our allegiance to our Government calls for our support in this action. We believe that as an American institution we can be of service to our country in this emergency, while at the same time recognizing our allegiance to the cause of humanity at large. However we may long for the things which might have been, the time for the discussion of these things is past. The time for action has come."

No true member of the American Peace-Society, the editor of *The Advocate* believes, will withhold his service from the Government. As we read:

"We believe that the man who stays at home may well give as much in his way as the man who goes to the front or who enters in active military or naval service of whatever sort may be required. We believe that if our members can conscientiously engage in active service they will do so; that if they can not, they will lend their efforts in other directions 'behind the firing-line.' We believe that if there are those whose honest conviction prevents them from engaging in war even in a secondary capacity, they will yet do all in their power generously and selflessly to aid their country, if not to wage and win the war, at least to emerge from that war with clean hands and clear vision."

Attacking the subject from another angle in its endeavor to be consistent, *The Advocate of Peace* declares that "our first duty to Germany is to convince her with all the power at our command that we are launched upon this enterprise as a serious matter of business." And, we are told, "it would seem that our entrance upon this war and in this spirit should mean an earlier peace." The nation's peculiar responsibility to Germany is pictured thus:

"We find ourselves figuring as something between the surgeon who risks the life of his patient in an operation to remove a malignant growth and the missionary who goes to a foreign land to convert a people from the barbarous religion, in which they are content, to his own faith, which itself is not always equal in practise to the preaching. We are, as it were, placed in the position of those who must fight the German Government through the German people for the sake of something that that people is not yet sure that it wants. We must help in the bayoneting of a normally decent German soldier in order to free him from a tyranny which he at present accepts as his chosen form of government. We must lend our help in widowing a good-hearted and kindly German woman in order to save her and her children from the evils of a government which she identifies with the fatherland and which she otherwise little understands. We must aid in the starvation and emaciation of a German baby in order that he, or at least his more sturdy little playmate, may grow up to inherit a different sort of government from that for which his father died."

PRAYER-MEETING EVOLUTION—Prayer-meetings are not what they used to be, *The Northwestern Christian Advocate* (Chicago) intimates. It first quotes this description by Baillie, an English writer of the time, of a prayer-meeting held by an assembly of divines in 1643:

"We spent from nine in the morning to five in the afternoon graciously. After Dr. Twisse had begun with a brief prayer, Mr. Marshall prayed large two hours, most divinely confessing the sins of the assembly in a wonderful, prudent, and pathetic way. After Mr. Arrowsmith preached an hour, then a psalm; thereafter Mr. Vines prayed near two hours, and Mr. Palmer preached an hour, and Mr. Seaman prayed near two hours, then a psalm; after Mr. Henderson brought them to a sweet conference of the heat confest in the assembly, and other seen faults to be remedied, and the convenience to preach against all sects, especially Anabaptists and Antinomians. Dr. Twisse closed with a short prayer and blessing."

Now "if we should place one of our modern prayer-meetings up against this account," the Methodist editor suspects the difference could be discerned. He describes a specimen of the up-to-date product of prayer-meeting evolution as follows:

> "Brother A—, the pastor, opened the prayer service (the mid-week meeting, he called it) with two or three songs, after which he prayed three minutes. Then came the Scripture lesson (five verses), upon which he commented for seven minutes. A few songs were sung, after which he called for voluntary prayers—'Will four or five please lead us in voluntary prayer?' After another song he called for sentence-prayers; and then, seeing that the audience were becoming weary, he announced, 'We will now change the order of the service and throw the meeting open for testimony. Let the testimonies be short and crisp and to the point.' A few responded with sentence-testimonies; after this there was one more song and the meeting was dismissed. Time, forty-seven minutes."

MR. WELLS'S "FINITE GOD"

MR. BRITLING'S PROGRESS toward a phase of religious conviction and consolation seemed to presage another book from Mr. Wells. This is furnished now in "God the Invisible King," which "presents a well-rounded theory of God and of religion, as he believes the modern world begins to envisage them," says a sympathetic reviewer in the New York *Times.* This reviewer seems to think that Mr. Wells is "voicing a very profound movement of the religious feeling which is stirring the heart of Great Britain as it has not been stirred, perhaps, in all its history." The novelist, indeed, does not put forth his view as a personal invention—a new theistic theory; but as an interpretation of what he calls "a renascent religion"—something that is "crystallizing out of the intellectual, social, and spiritual confusions of the present." At the same time Mr. Wells admits that the faith which he seems to see growing in others has really grown in himself. It is his religious belief. It is not orthodox Christianity, he tells us; "is not, indeed, Christianity at all," but "its core, nevertheless, is a profound belief in a personal and intimate God." The most fundamental difference between this new faith and any recognized form of Christianity, he sets forth, is that, "knowingly or unknowingly, it worships *a finite God.*" Continuing in this vein:

> "Directly the believer is fairly confronted with the plain questions of the case, the vague identifications that are still carelessly made with one or all of the persons of the Trinity dissolve away. He will admit that his God is neither all-wise, nor all-powerful, nor omnipresent; that he is neither the maker of heaven nor earth, and that he has little to identify him with that hereditary God of the Jews who became the 'Father' in the Christian system. On the other hand, he will assert that his God is a god of salvation, that he is a spirit, a person, a strongly marked and knowable personality, loving, inspiring, and lovable, who exists, or strives to exist, in every human soul. He will be much less certain in his denials that his God has a close resemblance to the Pauline (as distinguished from the Trinitarian) 'Christ.' . . . . . .
>
> "The modern religious man will almost certainly profess a kind of universalism; he will assert that whensoever men have called upon any God and have found fellowship and comfort and courage and that sense of God within them, that inner light which is the quintessence of the religious experience, it was the True God that answered them. For the True God is a generous God, not a jealous God; the very antithesis of that bickering monopolist who 'will have none other gods but me'; and when a human heart cries out—to what name it matters not—for a larger spirit and a stronger help than the visible things of life can give, straightway the nameless Helper is with it and the God of Man answers to the call. The True God has no scorn nor hate for those who have accepted the many-handed symbols of the Hindu or the lacquered idols of China. Where there is faith, where there is need, there is the True God ready to clasp the hands that stretch out seeking for him into the darkness behind the ivory and gold.
>
> "The fact that God is *finite* is one upon which those who think clearly among the new believers are very insistent. He is, above everything else, a personality, and to be a personality is to have characteristics, to be limited by characteristics; he is a Being, not us but dealing with us and through us, he has an aim and that means he has a past and future; he is within time and not outside it. And they point out that this is really what every one who prays sincerely to God or gets help from God feels and believes. Our practise with God is better than our theory. None of us really prays to that fantastic, unqualified *danse à trois*, the Trinity, which the wranglings and disputes of the worthies of Alexandria and Syria declared to be God. We pray to one single understanding person. But so far the tactics of those Trinitarians at Nicæa, who stuck their fingers in their ears, have prevailed in this world; this was no matter for discussion, they declared, it was a Holy Mystery full of magical terror, and few religious people have thought it worth while to revive these terrors by a definite contradiction. The truly religious have been content to lapse quietly into the comparative sanity of an unformulated Arianism, they have left it to the scoffing Atheist to mock at the patent absurdities of the official creed."

One of the attributes of God that the new religion insists upon is that of youth. We are presented with "the conception of a young and energetic God, an Invisible Prince growing in strength and wisdom, who calls men and women to his service and who gives salvation from self and mortality only through self-abandonment to his service." This, we are told, involves "a demand for a complete revision and fresh orientation of the life of the convert." His modernism is intensely of to-day:

> "The new conceptions do not tolerate either kings or aristocracies or democracies. Its implicit command to all its adherents is to make plain the way to the world theocracy. Its rule of life is the discovery and service of the will of God, which dwells in the hearts of men, and the performance of that will, not only in the private life of the believer, but in the acts and order of the State and nation of which he is a part. I give myself to God not only because I am so and so, but because I am mankind. I become in a measure responsible for every evil in the world of men. I become a knight in God's service. I become my brother's keeper. I become a responsible minister of my King. I take sides against injustice, disorder, and against all those temporal kings, emperors, princes, landlords, and owners who set themselves up against God's rule and worship. Kings, owners, and all who claim rule and decision in the world's affairs, must either show themselves clearly the fellow servants of the believer or become the objects of his stedfast antagonism. . . . .
>
> "It comes as no great shock to those who have grasped the full implications of the statement that God is Finite, to hear it asserted that the first purpose of God is the attainment of clear knowledge, of knowledge as a means to more knowledge, and of knowledge as a means to power.
>
> "And as God gathers power he uses it to an end that he is only beginning to apprehend, and that he will apprehend more fully as time goes on. But it is possible to define the broad outlines of the attainments he seeks. It is the conquest of death.
>
> "It is the conquest of death: first, the overcoming of death in the individual by the incorporation of the motives of his life into an undying purpose, and then the defeat of that death that seems to threaten our species upon a cooling planet beneath a cooling sun. God fights against death in every form, against the great death of the race, against the petty death of indolence, insufficiency, baseness, misconception, and perversion. He it is and no other who can deliver us 'from the body of this death.' This is the battle that grows plainer; this is the purpose to which he calls us out of the animal's round of eating, drinking, lusting, quarreling, and laughing and weeping, fearing and failing, and presently of wearying and dying, which is the whole life that living without God can give us. And from these great propositions there follow many very definite maxims and rules of life."

Mr. Wells's book, thinks the writer in *The Times*, is written with "the sincerity and simplicity of utter conviction, whatever opinion one may have of its message." Furthermore:

> "It has also the vividness of phraseology that comes from vividness of experience and depth of conviction, and a certain flame combined of kindled imagination and exalted feeling glows through all its pages. In precision of idea and clarity of statement, in keenness of insight and closely argued presentation, it shows Mr. Wells at his best. Nothing else that he has written has so embodied and blazed forth his own strong and vivid personality. He believes, very sincerely apparently, that the book is a compact, comprehensive account of a widely spreading new religion. But, on its own face, one can not be sure that the volume is more than a statement of Mr. Wells's religion."

CURRENT POETRY

THE late James Elroy Flecker, an English poet who died at Davos, in January, 1913, at the age of thirty-one, wrote "with the single intention of creating beauty." He was in sympathy with de Regnier, de l'Isle, and the other French poets of the school called Parnassian; he believed, to use his own words, "it is not the poet's business to save man's soul, but to make it worth saving." His "Collected Poems" (Doubleday, Page & Co.) form a volume of great interest for all those who like poetry that is romantic, exotic, and richly decorative rather than intimate and passionately personal. And yet his work was not purely objective; there is genuine self-revelation in our first quotation, as well as evidence of a sensitive appreciation of the grandeur that was Greece and the glory that is England.

OAK AND OLIVE

By James Elroy Flecker

I

Tho I was born a Londoner
And bred in Gloucestershire,
I walked in Hellas years ago
With friends in white attire;
And I remember how my soul
Drank wine as pure as fire.

And when I stand by Charing Cross
I can forget to hear
The crash of all those smoking wheels,
When those cold flutes and clear
Pipe with such fury down the street
My hands grow moist with fear.

And there's a hall in Bloomsbury
No more I dare to tread,
For all the stone men shout at me
And swear they are not dead;
And once I touched a broken girl
And knew that marble bled.

II

But when I walk in Athens town
That swims in dust and sun,
Perverse, I think of London then,
Where massive work is done,
And with what sweep at Westminster
The rayless waters run.

I ponder how from Attic seed
There grew an English tree,
How Byron, like his heroes, fell,
Fighting a country free,
And Swinburne took from Shelley's lips
The kiss of Poetry.

And while our poets chanted Pan
Back to his pipes and power,
Great Verrall, bending at his desk,
And searching hour on hour,
Found out old gardens, where the wise
May pluck a Spartan flower.

III

When I go down the Gloucester lanes
My friends are deaf and blind!
Fast as they turn their foolish eyes
The mænads leap behind,
And when I hear the fire-winged feet,
They only hear the wind.

Have I not chased the fluting Pan
Through Cranham's sober trees?
ve I not sat on Painswick Hill
With a nymph upon my knees,
And she as rosy as the dawn,
And naked as the breeze?

IV

But when I lie in Grecian fields
Smothered in asphodel,
Or climb the blue and barren hills,
Or sing in woods that smell
With such hot spices of the South
As mariners might sell—

Then my heart turns where no sun burns,
To lands of glittering rain,
To fields beneath low-clouded skies
New-widowed of their grain,
And autumn leaves like blood and gold
That strew a Gloucester lane.

V

Oh, well I know sweet Hellas now,
And well I knew it then,
When I with starry lads walked out—
But ah, for home again!
Was I not bred in Gloucestershire,
One of the Englishmen?

And here is a poignant drama done in eight powerful lines. For the benefit of those who are interested in the technique of verse-making, we print after the final version of the poem its first draft, as quoted in the preface to the volume at hand. The elimination of several adjectives and the substitution of particular for general words (as "linnet" for "song-bird") greatly improved the poem.

"TENEBRIS INTERLUCENTEM"

By James Elroy Flecker

A linnet who had lost her way
Sang on a blackened bough in Hell,
Till all the ghosts remembered well
The trees, the wind, the golden day.

At last they knew that they had died
When they heard music in that land,
And some one there stole forth a hand
To draw a brother to his side.

The first draft was—

Once a poor song-bird that had lost her way
Sang down in hell upon a blackened bough,
Till all the lazy ghosts remembered how
The forest trees stood up against the day.

Then suddenly they knew that they had died,
Hearing this music mock their shadow-land;
And some one there stole forth a timid hand
To draw a fantom brother to his side.

This eerie little tale is characteristic of Flecker in its quaint beauty and in the delicacy of the phrasing that produces so strong an effect.

LORD ARNALDOS

By James Elroy Flecker

¿ Quien hubiese tal ventura ?

The strangest of adventures,
That happen by the sea,
Befell to Lord Arnaldos
On the evening of St. John;
For he was out a-hunting,
A huntsman bold was he!
When he beheld a little ship
And close to land was she.
Her cords were all of silver,
Her sails of cramasy;
And he who sailed the little ship
Was singing at the helm:
The waves stood still to hear him,
The wind was soft and low;
The fish who dwell in darkness
Ascended through the sea;
And all the birds in Heaven
Flew down to his mast-tree.
Then spake the Lord Arnaldos
(Well shall you hear his words!)
"Tell me, for God's sake, sailor,
What song may that song be?"
The sailor spake in answer,
And answer thus made he:
"I only tell my song to those
Who sail away with me."

This, perhaps, is the most appealing of all the poems in this interesting book. No one who cares at all for poetry can read it and be utterly unmoved.

TO A POET A THOUSAND YEARS HENCE

By James Elroy Flecker

I who am dead a thousand years,
And wrote this sweet archaic song,
Send you my words for messengers
The way I shall not pass along.

I care not if you bridge the seas,
Or ride secure the cruel sky,
Or build consummate palaces
Of metal or of masonry.

But have you wine and music still
And statues and a bright-eyed love,
And foolish thoughts of good and ill,
And prayers to them that sit above?

How shall we conquer? Like a wind
That falls at eve our fancies blow,
And old Mæonides the blind
Said it three thousand years ago.

O friend unseen, unborn, unknown,
Student of our sweet English tongue,
Read out my words at night, alone;
I was a poet, I was young.

Since I can never see your face,
And never shake you by the hand,
I send my soul through time and space
To greet you. You will understand.

There is a new poetry magazine—is it the sixth or seventh to come into existence on the shores of this continent? We have lost count. The new venture, which has all our good wishes, is called *The Lyric*, and is edited by Samuel Roth and Frank Tannenbaum, of Hartley Hall, Columbia University, New York City. Any magazine that prints so charming and tender a whimsy as Laura Benet's "Adventure" deserves congratulations—which are hereby offered to the newest of verse magazines.

ADVENTURE

By Laura Benet

Black wave the trees in the forest
And a rough wind hurries by;
But the swineherd's toddling daughter
Knows where fallen pine-cones lie.

And, girt with a snowy apron,
She scampers alert and gay,
To the hidden pool in the hollow
Where the wan witch-people play.

They smile, the wee wrinkled women,
They creep to her pinafore,
And lay in her lap strange treasures
Trolls brought from the ocean's floor.

And they marvel at her blond tresses
And braid them with scented fern;
And they lave her dusty brown ankles
With snow-water from the burn.

But nobody listens or heeds them—
The swineherd hews a new trail;
The swineherd's wife in the cottage
Pours the sour milk from the pail.

And little Gerta lags homeward
Dreamshod through the shadows deep,
Her lashes heavy with wonder—
They whisper, "She's been asleep!"

REVIEWS OF NEW BOOKS

In deference to some hundreds of requests from subscribers in many parts of the country, we have decided to act as purchasing agents for any books reviewed in THE LITERARY DIGEST. *Orders for such books will hereafter be promptly filled on receipt of the purchase price, with the postage added, when required. Orders should be address to Funk & Wagnalls Company, 354-360 Fourth Avenue, New York City.*

TREITSCHKE'S FAMOUS "POLITICS"

Treitschke, Heinrich von. Politics. Translated from the German. With an Introduction by the Rt. Hon. Arthur James Balfour, and a Foreword by A. Lawrence Lowell. 2 vols., 8vo, pp. xliv–406, 643. New York: The Macmillan Company. $7.50 boxed. Postage, 36 cents.

The war, in its beginning and its conduct, shows that in their different ways four men have in recent years exprest the political and worldward mind of the German. Nietzsche's superman is the Teuton as he sees himself in comparison with other nationals. Bernhardi told how this superman was in the immediate future to secure acknowledgment from all others of his superiority and of the "rights" that go with it. Naumann, in his "Mittel-Europa," showed the immediate way to this by the coalescence of Germany and Austria-Hungary, being ruled, of course, from Berlin. Treitschke formulated the idea of the state as a supreme entity which validates what the others stated rather more concretely. He supplied in his "Politik" the philosophical justification for the others.

The last is now accessible to readers of English in these two finely printed volumes. Under five main heads it discusses The Nature of the State, Its Social Foundations, The Varieties of Political Constitutions, Government, and The State in Relation to International Intercourse. The state is a legal person—"the people" (but "not the totality of a people") "legally united as an independent entity"—it is above all Power (capitalized) "which makes its will to prevail," whether with or against the people's "rational inward assent." "International agreements . . . are . . . voluntary self-restrictions. Hence . . . a permanent Arbitration Court is incompatible with the nature of the state." "The appeal to arms" (because a state may not submit to outside dictation except under duress) "will be valid until the end of history." The state as "sovereign power," therefore, "determines independently the limits of its power." And since it is a person among other persons (*i.e.*, other states), it must rule or be ruled. This last is implied, not directly stated—*e.g.*, "Germany has . . . had too small a share of the spoils in the partition of non-European territory." She wants more and must have it. As between states "we discern the undeniably ridiculous element *in the* (*very*) *existence* (italics the reviewer's) of a small state." "The large state is the nobler type," and, of course, the larger the better! Hence, we must conclude, Germany's claim to world power, since she knows that hers is the right to it.

The foregoing summarizes the first part. The rest of the discussion only expands this in its details with relation to more or less distorted views and citations of history. Herein the modesty ("The Germans are always in danger of enervating their nationality through possessing too little rugged pride"!), the fitness, the profundity, the sweet reasonableness, the all-goodness of the Teuton are contrasted with the opposite qualities (or defects) in all others.

The war and its conduct are a commentary upon this book and on the writings of the other men named above. It is good that out of their own authoritative utterances, the Teutonic apologetic for Armageddon, the judgment of the world may be pronounced. Mr. Balfour's introduction puts the reader on guard by pointing out some of the principal fallacies and logical breaches of this now famous work.

MR. GIBBS ON THE SOMME BATTLES

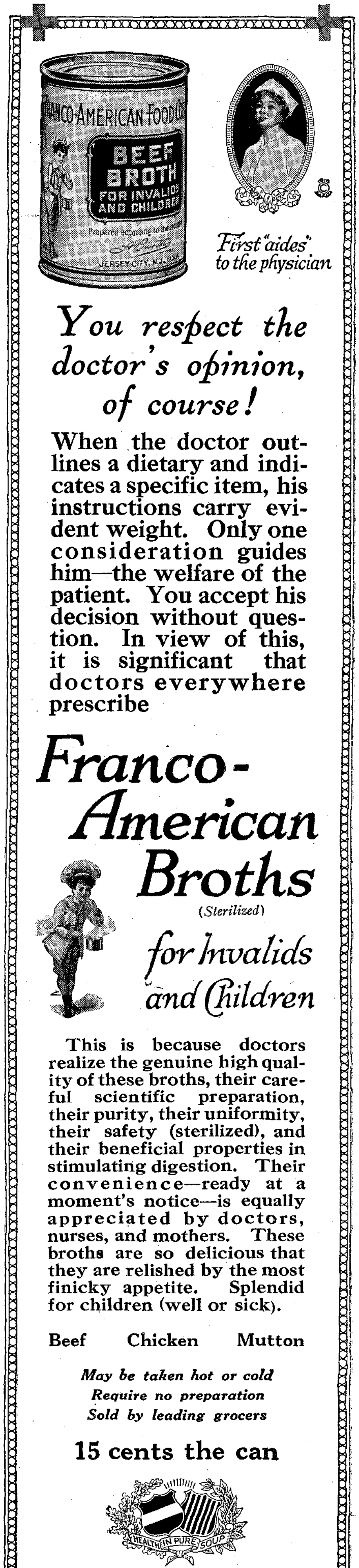
Gibbs, Philip. The Battles of the Somme. With Maps. Pp. 366. London: William Heinemann. Price, 6s net. Postage, 12 cents.

A famous American writer once set forth how a novelist takes life and turns it into literature. More, perhaps, than any other correspondent "at the front" in the great European War, Mr. Gibbs has illustrated how it is possible to take death and make literature of that. For in his book he pictures death, not less than life, and makes literature of it—makes chapters with a real literary flavor. Yet he tells us in his Introduction that these pages were "written on the evenings of battle hastily and sometimes feverishly, after days of intense experience and tiring sensation"—which may account for their quality. "There is in them," he says, "and through *them one passionate purpose. It is* to reveal to our people and the world the high valor, the self-sacrificing discipline of soul, the supreme endurance of those men of ours who fought, and suffered great agonies, and died, and, if not killed or wounded, came out to rest a little while and fight again, *not liking it, you understand—hating it* like the hell it is—but doing their duty, with a great and glorious devotion, according to the light that is in them."

There are reasons why, if you are liable to draft in this time of war, you should not read this volume. There are other reasons why you should. It visualizes the horrors that the Somme revealed. It also emphasizes the spirit of patriotism which inspired those brave men who made possible such horrors and became their victims or survived them. Some of these pages would make a coward halt on his way to the battle-field; they might even cause a brave man to hesitate. On many of them may be found bits of description as pure and sweet as if they pertained only to scenes in some valley of peace. As, for instance, this:

> "It was a day when the beauty of France is like a song in one's heart, a day of fleecy clouds in the blue sky, of golden sunlight flooding broad fields behind the battle-lines, where the wheat-sheaves are stacked in neat lines by old men and women who do their sons' work, and of deep, cool shadows under the wavy foliage of the woodlands."

That was one of the days which witnessed "The Attacks on Thiepval." Other days followed not so beautiful, when the sun was "blazing hot," and the "fighting men baked brown"—when it was "not good fighting weather either for guns or men," with "a queer haze about the fields, as thick at times as a November mist and yet thrilling with heat." When the day of victory came it was because of "The Coming of the Tanks," which added a touch of comedy to the picture, albeit blood-red with the tragedies of war. But before its end, says this daring observer, "I went



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This is because doctors realize the genuine high quality of these broths, their careful scientific preparation, their purity, their uniformity, their safety (sterilized), and their beneficial properties in stimulating digestion. Their convenience—ready at a moment's notice—is equally appreciated by doctors, nurses, and mothers. These broths are so delicious that they are relished by the most finicky appetite. Splendid for children (well or sick).

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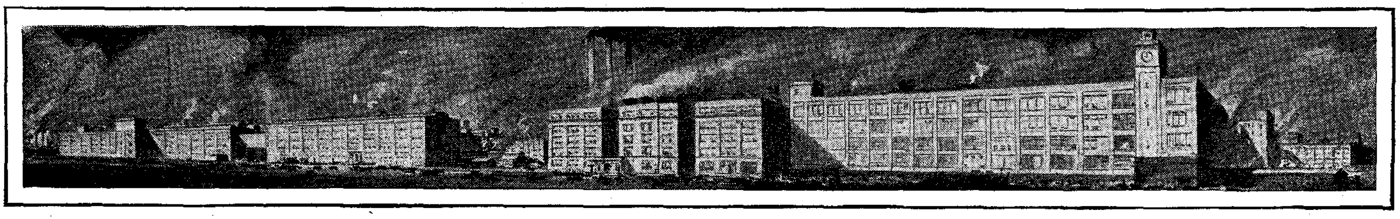

"—SO LONG AS THIS BUSINESS ENDURES"

STAND with us at the window, here in our office in Akron, and look out upon that restless forest of concrete and steel which is our property and our pride.

View with us its magnificent reaches, east and west and south, swarming the valley and climbing the ancient slopes: storey upon storey up-piled against seemingly insatiable demand; plumed with the smoke of belching chimneys; quivering under the audible aura of immense industry.

Feel with us the uplifting thrill of thankfulness, and of solemn reverence in the spectacle and its meaning—the heart leaps at the picture and the thought.

* * *

This is our almighty hour.

From those infant continents of floor space sheltered beneath the roofs in your sight, from the labor of the thousands of craftsmen, engineers, and artisans at work there, from the titanic machines thundering endlessly hour upon hour, came in the last calendar year more pneumatic automobile tires than were produced in any other like institution upon the face of the earth.

More—in numbers and in value—more in the aggregate—more, than were brought forth by any other maker in the world.

* * *

It seems strange now, looking back on our beginnings, to have come so straight and swiftly to this eminence of production and of place.

We had no geniuses, as popularly conceived, among us; no impressive array of material or intellectual resource at the start; no pregnant opportunity that was not shared with all; no sudden plan for the sharp revolution of the tire business and its methods.

We were just a group of earnest men, intent and aspiring, who believed in the power and ultimate triumph of manufactured goodness, and in the unfailing disposition of the American people to reward that which is worthy.

We are such still.

The wish and purpose first impelling us, to build the best within our power, to correct and improve where that were possible, to make our name warrant of its own integrity and of that of the product bearing it, remains with us, and shall, so long as this business endures.

* * *

It seems strange also, now, to have come so far, when arrival here was only incidental beside our chief aim.

From the early, meagre, verily precarious days, enlargement and volume never o'ershadowed or challenged, even, that keener and more intimate project, the endowment with lofty significance of the word Goodyear.

Nor do they now, nor will they ever—and it is from the sanctity of this pledge that we ask you always to consider us as striving in this spirit: to remark us not as an institution huge, impersonal and unresponsive; but as a working company of men sharply conscious of the trust within our keeping, and as of old, eager and hopeful that larger fields of usefulness and achievement shall be ours.

* * *

In the eyes of the world, perhaps, this might pardonably be a time for elation. To have been so overwhelmingly justified is well, and the parent of inspiriting reflections.

But in our brief kinship with world-wide tire supremacy, there has been less of elation than of profound solemnity.

For we do not for an instant mistake the causes of that common good will which has elevated us in this surpassing degree, and which looks to us to hold by the merit that won it, the high place given unto us.

And it is a sobering and a moving experience to face the enlarged responsibility of such a position, to feel that more than ever now we are beholden to those simple and sincere principles with which we started, and to their scrupulous application in all our works.

* * *

The spirit of those early principles stands guard over every operation and every department in these great factories.

It stirs in every workman in the Goodyear employ—alike in the jungles of the tropics, the cotton plantations of the South, the mills here at home, the sales depots among you—the pride in good work conscientiously performed.

All magnitude had been unmeaning, all growth had been in vain, were it to be abandoned now.

For we know it is only by this spirit which has so far upraised us, that this business will survive.

In that knowledge, our fixed concern shall be its preservation and its continuance.

In that knowledge, nothing shall ever leave these factories that does not dignify the name of Goodyear.

The Goodyear Tire & Rubber Company
Akron, Ohio

GOODYEAR
AKRON

We Protest

? ? ? ?
Mobiloil A
Mobiloil B
Mobiloil E
Mobiloil Arctic

Now and then we meet a man who says with some enthusiasm, "I am using Gargoyle Mobiloil and it works fine."

To our great disappointment we sometimes find that this friend is using the wrong grade for his engine.

We are too jealous of the results which can be secured from the proper use of Gargoyle Mobiloils to allow this careless practice to go on without a protest.

Naturally, because of their sheer *quality*, Gargoyle Mobiloils are bound to show good *lubricating* results. But we are aiming to furnish more than protection to the moving parts.

For this reason, we annually determine, through our Board of Engineers, which *grade* of Gargoyle Mobiloils is best suited to each make and model of car.

The man who fails to use the *grade* of Gargoyle Mobiloils specified for his car stands to lose some of the greatest benefits which the oils offer him.

For example: Gas consumption depends a great deal on the piston-ring seal. The piston-ring seal depends solely on the "body" and character of the oil used.

In a given engine, oil of the very highest *quality* may be of wrong *body* for proper piston-ring seal. The result then is waste of gas and power with each piston stroke.

To assure your securing best results will you please look at the partial Chart at the right and see if you are using the correct grade for your car? If not, in justice to your own engine, will you, please, insist on being supplied with the correct grade?

Write for new 56-page booklet containing complete discussion of your lubrication problems, list of troubles with remedies and complete Charts of Recommendations for Automobiles, Motorcycles, Tractors and Marine Engines.

GARGOYLE

Mobiloils

A grade for each type of motor

In buying Gargoyle Mobiloils from your dealer, it is safest to purchase in original packages. Look for the red Gargoyle on the container. If the dealer has not the grade specified for your car, kindly write our nearest branch, giving dealer's name and address.

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Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world.

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Correct Automobile Lubrication

Explanation: — The four grades of Gargoyle Mobiloils, for engine lubrication, purified to remove free carbon, are:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "E"
Gargoyle Mobiloil "Arctic"

In the Chart below, the letter opposite the car indicates the grade of Gargoyle Mobiloils that should be used. For example: "A" means Gargoyle Mobiloil "A," "Arc" means Gargoyle Mobiloil "Arctic," etc. The recommendations cover all models of both pleasure and commercial vehicles unless otherwise noted.

Model of	1917		1916		1915		1914		1913	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Abbott-Detroit	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
" " (8 cyl)	....	....	A	A	A	A	....	....	....	....
Allen	A	Arc.	A	Arc.	A	Arc.	A	A	A	A
" (Mod. 33-34-35)	....	....	....	....	A	Arc.	....	....	....	....
Apperson	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (8 cyl)	A	A	A	A	....	....	....	....	....	....
Auburn (4 cyl)	....	....	A	Arc.	A	Arc.	A	A	A	A
" (6 cyl)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
Autocar (2 cyl)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Avery	....	....	A	A	A	A	A	A	A	A
" (Mod. 5 & C 1 ton)	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
Briscoe	A	Arc.	A	Arc.	A	Arc.	A	Arc.	....	....
" (8 cyl)	....	....	A	A	....	....	....	....	....	....
Buick	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
Cadillac	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
" (8 cyl)	A	A	A	A	Arc.	Arc.	....	....	....	....
Case	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Chalmers	....	....	Arc.	Arc.	Arc.	Arc.	A	A	Arc.	Arc.
" (Mod. 6-40)	....	....	A	Arc.	....	....	....	....	....	....
" (Mod. 6-30)	A	A	A	A	....	....	....	....	....	....
Chandler Six	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
Chevrolet	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.	A	A
Cole	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (8 cyl)	A	A	A	A	A	A	....	....	....	....
Cunningham	....	....	....	....	Arc.	Arc.	Arc.	Arc.	A	A
" (8 cyl)	A	A	A	A	....	....	....	....	....	....
Dart	A	Arc.	A	Arc.	Arc.	Arc.	A	A	A	Arc.
" (Mod. C)	A	Arc.	A	Arc.	A	Arc.	A	A	....	....
Delaunay-Belleville	....	....	....	....	B	A	B	A	B	A
Detroiter	Arc.	Arc.	Arc.	Arc.	A	Arc.	A	A	A	Arc.
" (8 cyl)	....	....	....	....	Arc.	Arc.	....	....	....	....
Dodge	A	Arc.	A	Arc.	E	E	....	....	....	....
Dort	A	Arc.	A	Arc.	A	Arc.	....	....	....	....
Empire (4 cyl)	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (6 cyl)	Arc.	Arc.	Arc.	Arc.	....	....	....	....	....	....
Federal	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Fiat	B	A	B	A	B	A	B	A	B	A
Ford	E	E	E	E	E	E	E	E	E	E
Franklin	A	A	A	A	A	A	A	A	A	Arc.
Grant	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
H. A. L.	A	A	A	A	....	....	....	....	....	....
Haynes	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (12 cyl)	A	A	A	A	....	....	....	....	....	....
Hudson	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
" (Super Six)	A	Arc.	A	A	....	....	....	....	....	....
Hupmobile	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Jeffery	A	Arc.	A	Arc.	A	Arc.	A	A	....	....
" (6 cyl)	A	A	....	....	....	....	....	....	....	....
" Com'l	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Kearns	....	....	E	E	E	E	....	....	....	....
" Com'l	A	Arc.	A	Arc.	A	Arc.	....	....	....	....
Kelly Springfield	A	A	A	A	A	A	A	A	Arc.	Arc.
King	....	....	....	....	A	Arc.	A	A	A	E
" (8 cyl)	A	A	A	A	Arc.	Arc.	....	....	....	....
" Com'l	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
Kissel Kar	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" " Com'l	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
" " (Mod. 48)	....	....	A	A	A	A	A	A	....	....
Lexington	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
Lippard Stewart	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" " (Mod. M)	A	Arc.	A	Arc.	....	....	....	....	....	....
Locomobile	E	E	E	E	E	E	E	E	Arc.	Arc.
Marmon	A	A	A	A	A	Arc.	A	Arc.	A	Arc.
Maxwell	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Mercer	A	A	A	A	A	Arc.	A	Arc.	A	Arc.
" (22-70)	....	....	....	....	Arc.	Arc.	....	....	....	....
Mitchell	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Mitchell (8 cyl)	....	....	A	A	....	....	....	....	....	....
Moline	....	....	....	....	....	....	....	....	A	Arc.
" Knight	A	A	A	A	A	A	A	A	....	....
Moon (4 cyl)	....	....	....	....	Arc.	Arc.	A	Arc.	Arc.	Arc.
" (6 cyl)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
National	Arc.	Arc.	A	Arc.	A	Arc.	A	A	A	A
" (12 cyl)	A	A	A	A	....	....	....	....	....	....
Oakland	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
" (8 cyl)	....	....	A	A	....	....	....	....	....	....
Oldsmobile	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (8 cyl)	A	A	A	A	....	....	....	....	....	....
Overland	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Packard	....	....	....	....	A	Arc.	A	Arc.	Arc.	Arc.
" (12 cyl)	A	A	A	A	....	....	....	....	....	....
" Com'l	A	A	A	A	A	A	Arc.	Arc.	Arc.	Arc.
Paige	....	....	....	....	A	Arc.	A	A	A	E
" (6-46)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
" (6-36 & 38)	A	Arc.	A	Arc.	A	Arc.	....	....	....	....
Pathfinder	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
" (12 cyl)	A	A	A	A	....	....	....	....	....	....
Peerless	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (8 cyl)	A	A	A	A	....	....	....	....	....	....
Pierce Arrow	A	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" " Com'l	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Premier	A	A	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Regal	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (8 cyl)	A	A	A	A	Arc.	Arc.	....	....	....	....
Renault	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Reo	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Richmond	Arc.	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Riker	E	E	....	....	....	....	....	....	....	....
Saxon	E	E	E	E	E	E	E	E	....	....
Selden	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Simplex	A	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Stearns Knight	A	A	B	A	B	A	B	A	A	A
" " (8 cyl)	A	A	B	A	....	....	....	....	....	....
Sterling (Wisconsin)	A	Arc.	A	Arc.	....	....	....	....	....	....
Studebaker	A	Arc.	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
Stutz	A	A	A	A	A	A	A	A	Arc.	Arc.
Velie (4 cyl)	....	....	....	....	A	Arc.	A	Arc.	A	Arc.
" (6 cyl)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
Westcott	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
White	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Willys-Knight	A	A	B	A	B	A	A	A	....	....
Willys Six	Arc.	Arc.	....	....	....	....	....	....	....	....
Winton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.

Electric Vehicles: For motor bearings and enclosed chains use Gargoyle Mobiloil "A" the year 'round. For open chains and differential, use Gargoyle Mobiloil "C" the year 'round.

Exception: For *winter lubrication* of pleasure cars use Gargoyle Mobiloil "Arctic" for worm drive and Gargoyle Mobiloil "A" for bevel gear drive.

away from the battle-field, back to the quiet harvest-fields flooded with the golden glow of the sinking sun, luckier than the men who had to stay and ashamed of my luck. The enemy were flinging shells at long range. The harvest-fields were not quite so safe as they looked."

OTHER BOOKS WORTH WHILE

Rolland, Romain. Beethoven. Pp. 244. Translated by Constance Hull. New York: Henry Holt & Co. $1.50. Postage, 14 cents.

This small book gives us a feeling of affection for the man who was the "first of musicians" and man of artistic grandeur. The man himself, his nature, his sympathy for worldly miseries, and his desire to alleviate them, his love of battle, and his consciousness of the God within are delineated with sure touch. Ill health pursued Beethoven from his earliest years, but it would be hard to imagine a heavier blow than increasing deafness which drove him into silence and isolation full of grief and disappointments. His life was like a stormy day, and in spite of all limitations he created joy himself to give to the world, "forged it from his own misery," as he often said. Mr. Rolland gives us a comprehension of the man as well as the musician, his longings, his bigness of soul, and his disappointments. In love he was always unsuccessful, and from his adopted nephew, whom he worshiped, he received only ingratitude, and yet he pursued his goal, gave expression to the music of his soul, conquered his destiny and his suffering. Extracts are given from his letters which help us to understand and love the real Beethoven. There is a scholarly analysis of the sonatas, symphonies, and quartets by A. E. Hull, which adds greatly to the value of the book.

Meany, Edmond S. Mount Rainier. A Record of Explorations. Pp. 325. New York: The Macmillan Company. $2.50. Postage, 16 cents.

Mount Rainier, with its three peaks, glaciers, and volcanic craters, is growing more and more popular with tourists. This book furnishes information to the student and traveler in regard to the national park, Mount Rainier itself, and Nature's wonderland which lies between the Columbia River and the Cascade Range in the State of Washington. Mr. Meany has given a brief résumé of the lives of the different explorers that have attempted and made the ascent. He has also printed, in each case, a report which gives the details of each expedition, so that, besides the account of the discovery and naming of the mountain by Captain Vancouver, we have partial and successful ascents, explorations accomplished, a record of glaciers, the flora of the region, and a list of the names of different points. Rainier, sometimes called Tacoma, is the only snow-peak there in view and is majestic in its isolation. Not only is it the grandest mountain in this country, it is one of the grand mountains of the world. Its scenery is of "rare and varied beauty." It combines ice scenery with woodland scenery. Every scientist who has contributed information about this wonder-spot is here represented. The student will meet with a fund of interesting and instructive information.

Burr, Agnes Rush. Russell H. Conwell and His Work. One Man's Interpretation of Life. With Dr. Conwell's famous lecture, Acres of Diamonds. Illustrated. Pp. 438. Philadelphia: The John C. Winston Company. $1.35 net. Postage, 12 cents.

"Biography," said Carlyle, "is the most universally pleasant, universally profitable, of all reading." It is easy to agree with him after reading this book. Russell H. Conwell, Miss Burr tells us in her foreword, "started life as a penniless boy on a rocky New England farm. He had neither money nor influence to help toward success." How he has won she shows, in his words and her own, until the reader is inspired to believe that other poor boys may win likewise. Whoever has heard Dr. Conwell preach or lecture will read these pages with a consciousness of the man's personality asserting itself in every page, with a swift recognition of rare unselfishness illuminating every paragraph after manhood came to the struggling boy. It is a record unmatched of editorial effort, pulpit service, platform labor, educational inspiration, character-building, covering more than half a century. No other man in America, perhaps, has touched individually and helpfully so many lives as has Russell H. Conwell.

Bartlett, Robert A. The Last Voyage of the "Karluk," Flagship of Vilhjalmer Stefansson's Canadian Arctic Expedition of 1913–16. As related by her master, Robert A. Bartlett, and here set down by Ralph T. Hale. Illustrated from charts and photographs. Pp. 329. Boston: Small, Maynard & Co. $2.50 net. Postage, 12 cents.

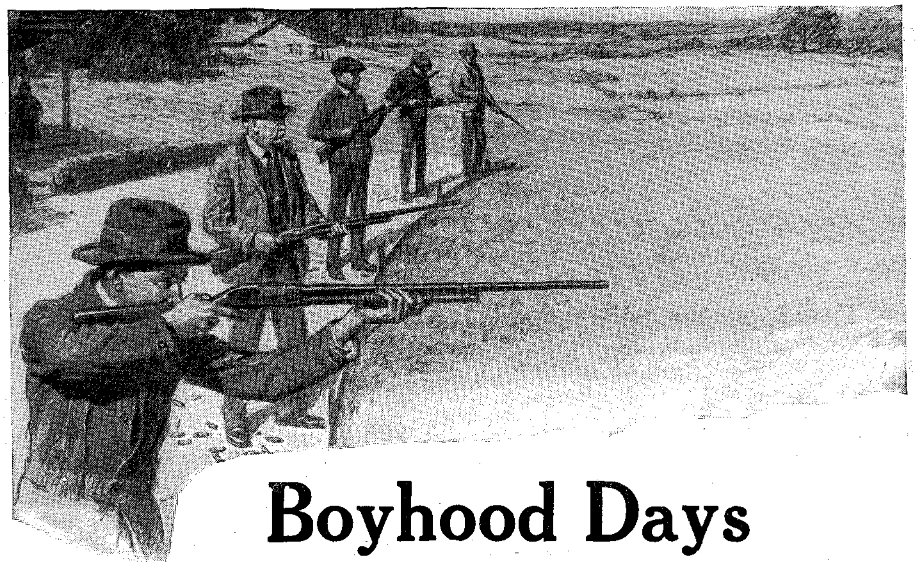
"We did not all come back," is the sentence with which Captain Bartlett begins this interesting record of Arctic experience. They numbered twenty-five when the *Karluk* was frozen in on the north coast of Alaska, September 23, 1913, and began the westward drift which ended with her destruction by the ice, January 14, 1914. Six, led by Stefansson, had left them a few days earlier. How the remaining company landed on Wrangel Island, and made camp there; how Captain Bartlett, with a single Eskimo, walked over the ice two hundred miles to the Siberian coast, and thence 500 miles eastward, to get a ship for Alaska; and how, finally, the survivors on Wrangel Island were found and brought back to Esquimalt, B. C., the port from which they had sailed sixteen months before—all this is graphically and geographically told. One reads the narrative with a growing wonder that men could maintain such courage under such trying conditions, and could endure such tests of their patience and strength. Captain Bartlett commanded the *Roosevelt* when that ship carried Peary nearer the North Pole than any other had sailed. "Tireless, faithful, enthusiastic, true as the compass," Peary said he was. This book indorses this characterization.

Kephart, Horace. Camping and Woodcraft. Pp. 405. New York: Outing Publishing Company. $1.50 net. Postage, 10 cents.

The "Woodcraft" of the above title is held over for a separate volume; this one is devoted to camping, about which it tells all a man need to know for his comfort and economy when vacation-time comes round. And in it there is much information worth while for the housewife or the man of the house about many things domestic. If one really ever proposes to camp out, this book may be studied with profit through the long evenings which must intervene. Everything pertaining to camp-life is treated in its pages, and it is helpfully illustrated.

Perennial.—FIRST ALUMNUS—"And don't things look familiar, tho?"

SECOND ALUMNUS—"They sure do—was at a dance last night and saw my old dress suit."—*Widow.*



Boyhood Days had nothing on this

When it comes to recreation every man is a grown-up boy—and trapshooting comes nearer to satisfying that boyish longing to "pot" something than any other sport.

After a fine, sunshiny afternoon at the traps your mind is relaxed, your nerves are set up again. It's the ideal sport for men and women.

Easy to "get onto"

At the traps you always find an "old hand" glad to stand by and coach you while you shoot your first string. You will soon "get onto" the flying targets. In trapshooting you don't aim as you do in shooting at a fixed target. You just keep your eye on that little flying "bird" and your gun instinctively follows into line.

Once you fit a gunstock to your shoulder and "get onto" the flying target, you are a confirmed trapshooter. The fascination of the sport has "got" you. You will be surprised, too, at the amount of fun you can get for the money.

People are daily coming to realize the genuine recreation that trapshooting offers. Every day new trapshooting clubs are springing up all over the country.

There is undoubtedly a club in your own neighborhood where you can start right in. But if the trapshooters in your neighborhood haven't organized yet, write to us and we will help get the club started. While you are making arrangements for a permanent club you can use a hand-trap to practice up with—inexpensive but good sport.

Starting the sport right—the gun to use

To start trapshooting right it is most important to get the right sort of gun.

To handle well, and permit quick and accurate pointing, a gun must be properly balanced. It must not be muzzle-heavy or have too much of its weight in the breach or in the stock.

The choice of those who know

On account of its safety, strength, lightness and balance, the beauty of its lines, the mechanical correctness of its design, the Winchester shotgun has been classed by critical experts "The Perfect Gun". It is the choice of trapshooters the country over. Its action is smooth and sure and its ejection positive.

The Winchester shotgun is made in both the hammer and hammerless models. The Model 12, hammerless, is made in the standard 12 gauge and also in the lighter 20 gauge—more popular with women and new shooters because of its lightness and very slight recoil. The ammunition for the 20 gauge gun costs less.

Model 97—12 and 16 gauge—is made for those who prefer a pump gun with a hammer. It is practically the same as the Model 12 but with hammer action.

What the name "Winchester" means

The Winchester Company is the greatest organization of its kind in the world.

No Winchester barrel varies one one-thousandth of an inch from a straight line, or one one-thousandth of an inch in thickness or diameter.

Every gun or rifle that bears the name "Winchester" is fired over fifty times with excess loads for strength, smooth action and accuracy.

This care in manufacturing explains why more Winchesters are used by expert shooters than all other small arms combined.

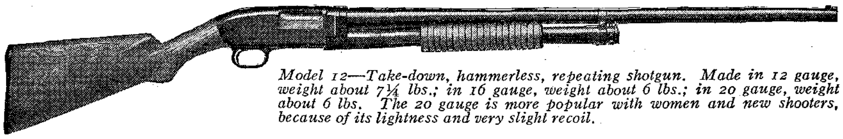
Write for the Winchester Catalog

For more detailed description of these guns ask your dealer for the new 1917 Winchester catalog, or send direct to us for it.

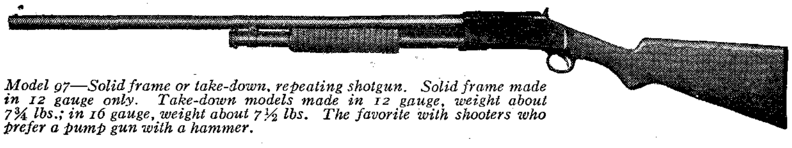
We have prepared an interesting illustrated booklet on the Sport of Trapshooting. Your dealer can supply you with one, or we will send you a copy free upon request.

Find out about trapshooting at once. Go out to the club next Saturday and get started.

Winchester Repeating Arms Company, Dept. 32, New Haven, Conn.



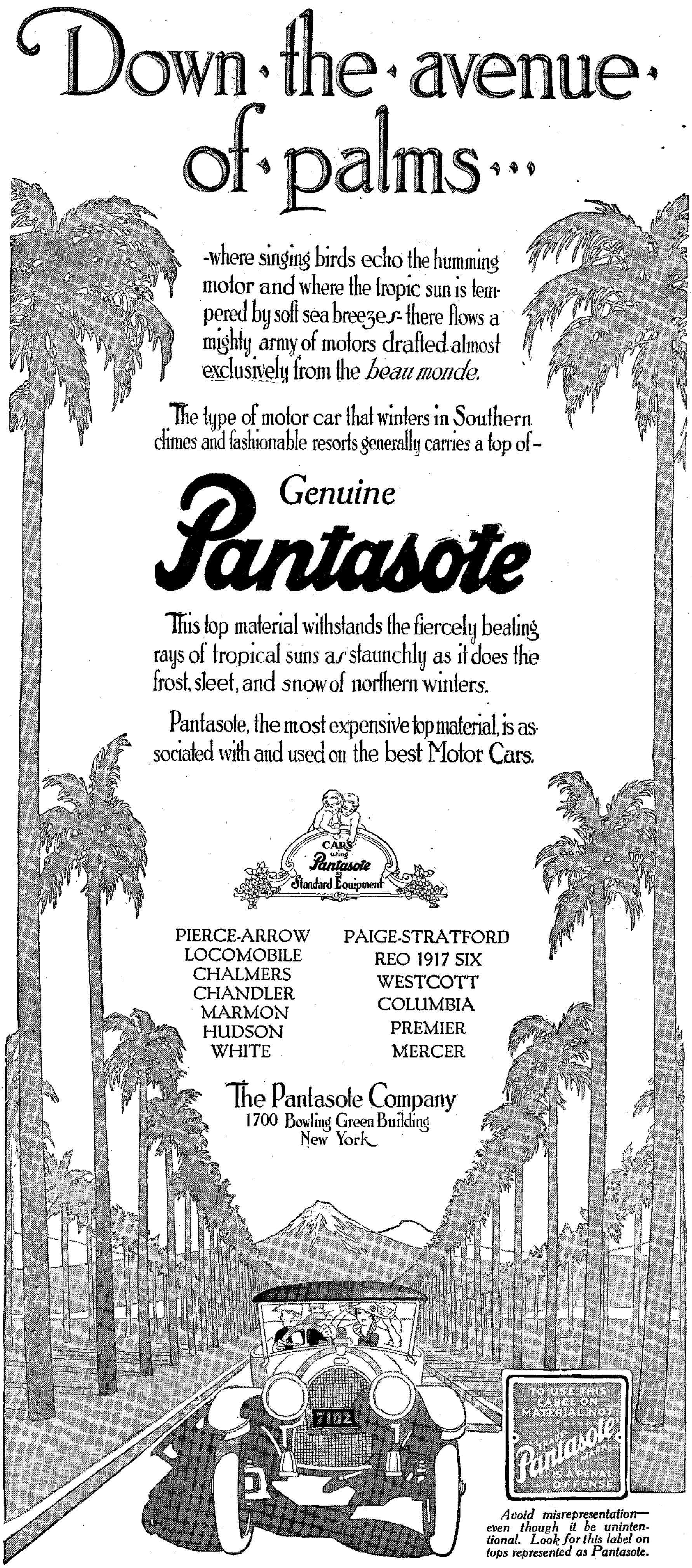
Model 12—Take-down, hammerless, repeating shotgun. Made in 12 gauge, weight about 7¼ lbs.; in 16 gauge, weight about 6 lbs.; in 20 gauge, weight about 6 lbs. The 20 gauge is more popular with women and new shooters, because of its lightness and very slight recoil.



Model 97—Solid frame or take-down, repeating shotgun. Solid frame made in 12 gauge only. Take-down models made in 12 gauge, weight about 7¾ lbs.; in 16 gauge, weight about 7½ lbs. The favorite with shooters who prefer a pump gun with a hammer.

WINCHESTER

World Standard Arms and Ammunition



Down the avenue of palms...

-where singing birds echo the humming motor and where the tropic sun is tempered by soft sea breezes- there flows a mighty army of motors drafted almost exclusively from the *beau monde.*

The type of motor car that winters in Southern climes and fashionable resorts generally carries a top of-

Genuine **Pantasote**

This top material withstands the fiercely beating rays of tropical suns as staunchly as it does the frost, sleet, and snow of northern winters.

Pantasote, the most expensive top material, is associated with and used on the best Motor Cars.

CARS using Pantasote as Standard Equipment

PIERCE-ARROW
LOCOMOBILE
CHALMERS
CHANDLER
MARMON
HUDSON
WHITE
PAIGE-STRATFORD
REO 1917 SIX
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COLUMBIA
PREMIER
MERCER

The Pantasote Company
1700 Bowling Green Building
New York

TO USE THIS LABEL ON MATERIAL NOT TRADE Pantasote MARK IS A PENAL OFFENSE

Avoid misrepresentation—even though it be unintentional. Look for this label on tops represented as Pantasote.

PERSONAL GLIMPSES

HE WILL LEAD OUR TROOPS IN EUROPE

MAJ.-GEN. JOHN J. PERSHING—or, as he is known among the rank and file of his men, "Black Jack" Pershing—who is to lead the first expeditionary force to Europe, is the youngest of his rank in the United States Army. He is fifty-three years old and was graduated from West Point in 1886 as senior cadet-captain, the highest honor any undergraduate can achieve. He began active service at once as second lieutenant of the Sixth United States Cavalry, one of the regiments that was sent to round-up the old Indian chief Geronimo, who with his Apache braves was causing the United States no end of trouble. Says the Philadelphia *Ledger:*

> Pershing rode hard and soldiered much in the next ten years, chasing the Indians over the Southwest, and on one occasion showed the stuff that was going to win for him in the later years. He marched his troop with a pack-train 140 miles in forty-six hours. General Miles paid him a fine tribute for this feat, and pointed to the fact that Lieutenant Pershing "had brought in every man and animal in good condition."
>
> For seven years Lieutenant Pershing never knew a promotion, but in 1893 he was raised to the rank of first lieutenant. He was assigned to the Tenth Cavalry, the crack negro command that afterward won fame at the San Juan blockhouse. Because of the fact that he was appointed to the colored troop he earned the sobriquet of "Black Jack," which has stuck to him since.

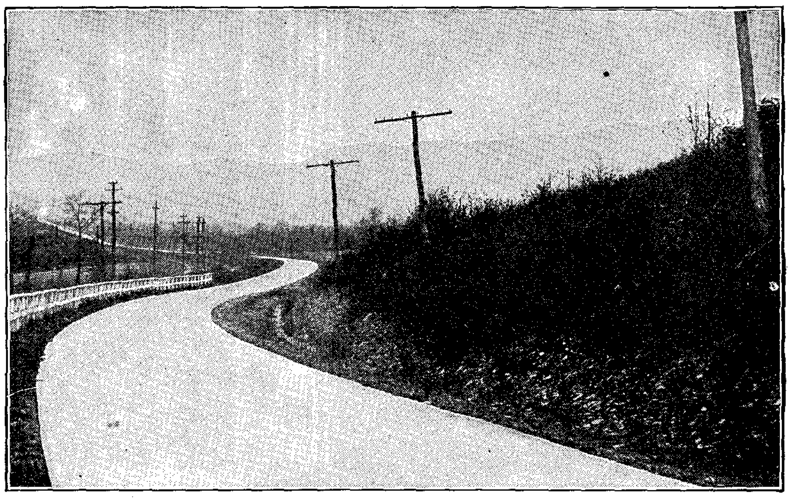
Pershing, as a young officer, applied himself strictly to the business of fighting. He made a thorough study of tactics, and is now generally known as the best strategist in the Army. After his Indian campaigning, Lieutenant Pershing was assigned to West Point as instructor, but when the war with Spain was declared he at once applied for the command of the old "Tenth," and his regiment was among the first to be shipped to Cuba, where he distinguished himself in the field, winning the applause of his colonel. At the battle of El Caney he was promoted to the rank of captain for gallantry in action.

After the signing of the Treaty of Paris and when the American flag was thrown to the breeze over the Philippines, Captain Pershing was ordered to duty in our new possessions. There the first military problem was the pacification of the Moros, those fierce fighters who have since become organized under our Government as the Philippine Scouts, and are known among Army men as a crack company of fighters. At that time, however, they were fiercely antagonistic to the United States, refused to accept the assurances of the good intentions of this Government, and fought the advance of the Americans step by step. The New York *Times* describes Pershing's campaign against the natives:

> Pershing was ordered to finish the Moro campaign and was named Governor of Mindanao and commander of the troops operating in that part of the province where the Moro opposition was still a problem of the first magnitude. From a distance of several thousands of miles the job did not sound big at the time, but a more difficult task has seldom, if ever, been placed on the shoulders of an officer of the regular Army. He gritted his teeth and undertook the work with his famous smile. He had a picked lot of regulars under him, every man of whom he knew and trusted, and every one of whom knew and loved "Black Jack."
>
> The Moros that Pershing was called upon to bring to terms had mobilized in the crater of an extinct volcano called Bud Dajo, on the island of Jolo. To drive them out had been a task with which the Army had contended since 1906. Pershing announced to his men that the Moros were coming out of the crater if it took him ten years to accomplish the job.
>
> There were 600 Moros—every one a Mohammedan fanatic—in the crater-fortification when Pershing started "to clean out the mountain-hole." Without Bud Dajo safely and securely in American control the Moro problem could never be solved.
>
> With a thousand men, half of them his own trusted troopers and the others picked Filipino scouts, the campaign for Bud Dajo began. The Americans and the scouts had to proceed through miles and miles of dense jungles, opposed every yard of the way by the fierce Moros. But Pershing kept on, and finally he fought his way to the foot of the mountain.
>
> Pershing's jungle-fighters cut a trail around the mountain, and, fortifying themselves from attack from above, began the siege. The soldiers formed a complete cordon around the mountain and calmly instituted a campaign of watching for the first sign of the Moros leaving the crater and waiting a chance to get them when they tried to cut through the cordon.
>
> In their retreat to the crater the Moros had been so hotly pursued that for once they had been unable to take with them the supplies that would make possible a long stand. At last the "iron ring" began to make itself felt, and in small detachments, the Moros tried to gain the open jungle by dashes through the American cordon. Every dash was frustrated, the fanatics rushing forth to certain death. Finally, on Christmas day, 1911, the 400 Moros still in the crater did something a Moro seldom does—they marched down the mountainside and surrendered. A few reached the jungle, but the regulars pursued, beat the brush, and in the end these desperadoes paid the penalty of their daring.

Pershing then set about to complete the subjugation of the Moros, and he accomplished the task in June, 1913, when he won the battle of Bagsag, where the natives had made a last stand. *The Ledger* says:

> Pershing's work in the Philippines had naturally made him a spectacular figure after the achievements of Funston had aroused such natural American approbation and delight. So the Captain was sent to



Four miles of clean, durable concrete on the Killbuck-Carrollton Road in New York. Edwin Duffey, Commissioner, State Highway Department, Albany, N.Y.

Road Dust is an Unnecessary Evil

MODERN automobile traffic has ground to dust many roads that under horse traffic were comparatively dustless. Automobiles are increasing each year in number. The roads must be adapted to meet this new requirement. They must be built of permanent material.

Major H. B. Ferguson, Corps of Engineers, U. S. Army, in an address to the Joint Committee on Military Engineering at Chicago, May 11, 1916, said:

"The three pests of a camp are: dust, filth, and mosquitoes. The large number of automobiles today necessitates closing roads to traffic for one mile each side of the camp to eliminate the dust except in such localities as are fortunate enough to have *dustless concrete roads.*"

A concrete road can not be ground to dust. Concrete is made of **portland cement,** sand and pebbles or crushed stone. It is hard, rigid, unyielding and durable.

Concrete for roads is the same as the material used in building concrete dams, factories, bridges and big engineering works like the Panama Canal, where great strength and permanence are desired.

CONCRETE ROADS:
THEIR ADVANTAGES
No Mud—No Dust
No Ruts—No Holes
No Slipping
No Skidding
Easy Hauling
Smooth Riding
Long Life—Safety
Always Ready for Use
Low Maintenance
Moderate Cost

Remember these facts. Also write for a free copy of our Bulletin No. 136. You will then be in a position to discuss this matter authoritatively when it comes up in your county or state.

PORTLAND CEMENT ASSOCIATION
Offices at

ATLANTA
Hurt Building
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111 West Washington Street
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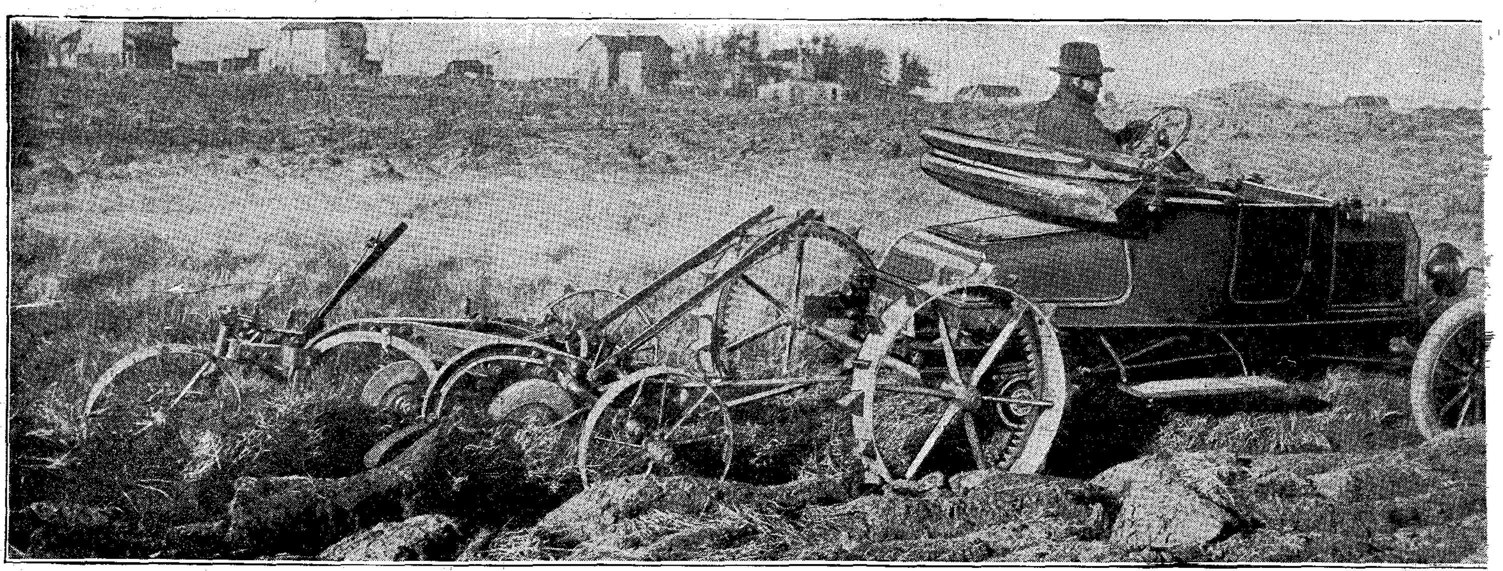
Farmers Bank Building
SALT LAKE CITY
Kearns Building
SAN FRANCISCO
Rialto Building
SEATTLE
Northern Bank & Trust Bldg.

CONCRETE FOR PERMANENCE



STAUDE Mak-a-Tractor plowing with two 14-inch plows. A good 4-horse job

ST

Mak-a

$1

IT SOLVES THE FOOD PROBLEM!

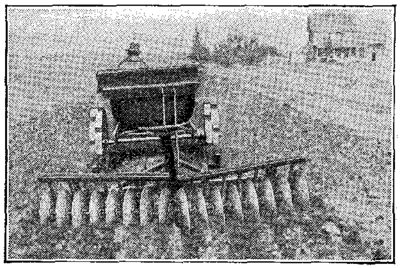
More food is the vital problem of the entire world today. We must have it. And the only way to get it is to make the land produce more and to eliminate waste.

The STAUDE Mak-a-Tractor solves the food problem by doing both of these things. Through inventing and perfecting this world-famous device, Mr. E. G. Staude has made it possible for nearly one million farmer owners of Ford cars to use these cars for food production as well as for pleasure.

Every STAUDE Mak-a-Tractor replaces a 4-horse team on some farm. This means the releasing of 20 acres of land on that farm for the production of human food. For Government experts state that it requires **5 acres** of average land to produce oats and hay for **one horse.** Why give food to horses that can better go to mankind?

We have already delivered over 6,000 of these attachments to farmers in the United States, and we are increasing this at the rate of 150 per day. At the present rate we will deliver 50,000 in 1917. This will make it possible to put into cultivation 10,000,000 additional acres of good land per year to feed the world.

Of equal importance is the fact that the STAUDE Mak-a-Tractor brings increased production from every acre on the farm. For it travels faster than a team of horses—it plows deeper—it can work 24 hours a day—and thus does plowing, harrowing, rolling, seeding and harvesting in from one-third to two-thirds the number of days required by horses. Work can be done before weather or soil conditions change. Seeds sprout better—plants grow stronger—crop is larger—and there will be less loss through rain, drought or insect pests.

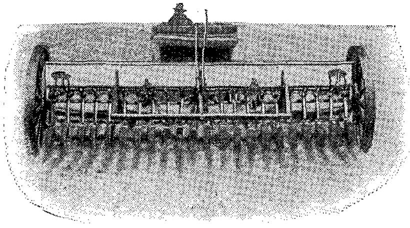


Pulling 16 section disc harrow

Ford Power Plant is Ideal

E. G. Staude is an able farmer as well as an engineer of national repute. Sixteen years ago he founded the E. G. Staude Manufacturing Company, which is today by far the largest and best known manufacturer of paper box machinery in the world. Four years ago, with his staff of engineers and skilled machinery designers he started to develop a farm tractor that would work any where that a team of four horses could work—and that must be **on the job** every day of the year.

After two years of the most careful study and experiment, Mr. Staude determined that this ideal small tractor must have the same type of engine and the same type of transmission as the FORD automobile. He proved it to be far superior in efficiency and durability to any other type for tractor use. He knew, as you know, that the FORD chassis and power plant would stand up for years und the hardest sort of driving. And he **stopped worryi** about the motive pow for his ideal small fa tractor **right then a there.**



Pulling 16-foot drill in heavy land

A year later, aft the hardest kind of e perimentation and te right on the farm, t STAUDE Mak-a-Tra tor was perfected. **Du ing all of 1916 farmers were testing this device in a parts of the country.** And to the great satisfaction the inventor, it was not found necessary to make any m terial change in its design. It proved a perfect success—complete solution of the problem of doing farm work fast and cheaper than it can be done in any other known wa

Built to Do the Work of Four Horses

The STAUDE Mak-a-Tractor is positively gua anteed to do the work of four horses in the field on the road. Its plowing speed is 2½ to 3½ miles p hour—its hauling speed is 5 miles per hour.

In the field work it will travel 5 miles to every 4 mil of the best team. In hauling loads to town it will through mud and sand that would stick four horses—travels faster—and it never stops for rest, feed or water.

Cost of operation is the same as running a FOR car for pleasure driving. And wear on the car is f less, because the car starts and operates exclusively on hi gear, the engine speed never exceeds that of a 20-mi touring gait, and the car travels so slowly that it gets no of the jolts and strains of road driving.

Keep your horses on the cultivators while the STAUDE Mak-a-Tractor pulls the binder

DE
actor
5.00

$195.00 and a FORD

The pulling part of the STAUDE Mak-a-Tractor consists of two tremendously strong tractor drive wheels, having a special axle and dust-proof roller bearings. Power is transmitted from the FORD rear axle to the bull gear of each drive wheel by means of the two roller pinions which replace the regular rear wheels of the FORD. The entire weight of the rear end of the
r is borne by the tractor axle. **The FORD axle bears weight and does no pulling.**

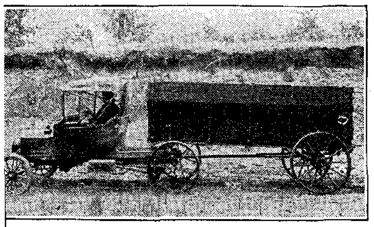
The speed of the FORD engine is reduced by a 1-to-
gear ratio—thus giving the STAUDE Mak-a-Tractor the
**lling power of 11 FORD Cars under regular con-
tions.** By this ingenious and practical method of trans-
ssion, the FORD car does not pull a pound. Its rear axle
nply turns the tractor wheels by revolving the pinion
ars against the bull gears of the tractor wheels. The
ctor wheels turn slowly, **pushing the FORD ahead of
em and pulling the load behind them.**

Engine starts and runs on high gear—at the moderate
eed of about 800 revolutions per minute. Perfect lubri-
ion is assured as we furnish a special force-feed lubrication
stem with every outfit. The engine will not overheat when
lling its guaranteed load, as we replace the regular radia-
with a special radiator of the same size and appearance—
t which has from 6 to 10 times the cooling capacity.

Your FORD can be equipped to do farm work in half
hour. When through working, you can remove the
ctor axle and wheels, replace the roller pinions with the
gular rear wheels, and **start off for town in less than
enty minutes.**

Write Today

Get full information and location of nearby demonstration to be held Saturday, June 9, and each following Saturday in June. **Be sure to see demonstration; mail the coupon.** Make your FORD work all day to earn its keep. Cultivate more with less help, raise bigger crops and save three-fourths of the crops that four horses eat up—20 acres in all.



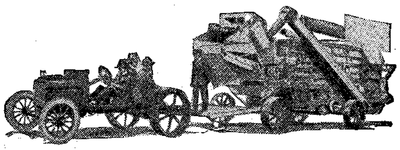
*will haul a 4-ton outfit to market at 5 miles
r hour — starting and running entirely on
gh gear. No stopping for rest, feed or water*

Special Demonstrations in JUNE

The STAUDE Mak-a-Tractor will be demonstrated in actual farm work near you Saturday, June 9, and each following Saturday in June. Every dealer will conduct a special demonstration for the benefit of progressive farmers.

Plan now to see the very first of these demonstrations. If you don't know our nearest dealer write us direct and we will tell you when and where he will demonstrate. We also will send you complete information relative to the STAUDE Mak-a-Tractor.

But be sure to see one of these demonstrations. See how quickly and easily any FORD can be converted into one of the most efficient and profitable farm tractors now known. Entire outfit car, and STAUDE Mak-a-Tractor, weigh about 2000 pounds. **It will plow or haul over ground where any other tractor would instantly bog down for keeps.** Yet the downward drive of the tractor wheels, their broad surface and concave lugs, give them more than enough grip on the ground to pull two plows wherever four horses will pull them—and pull them faster.



Hauling 10,000 pound Minneapolis separator over dirt roads on high gear

Bull gears are self-cleaning and do not cut out in gritty soil. STAUDE frame-work clamps onto FORD frame without boring any holes. Stays on car permanently during working season as it does not interfere with full spring action or appearance. Car rides over plowed ground easier and more comfortably than on ordinary roads when touring, because it runs only two and a-half miles per hour. Far more comfortable to ride than any farm implement because springs and tires protect driver from jolts. **Any man, woman or boy who can drive a FORD can handle the STAUDE Mak-a-Tractor—and drive all day without getting tired.**

E. G. Staude Manufacturing Co.
2648 University Ave., St. Paul, Minn.

DEMONSTRATION COUPON

**E. G. Staude Manufacturing Co.
2648 University Ave., St. Paul, Minn.**

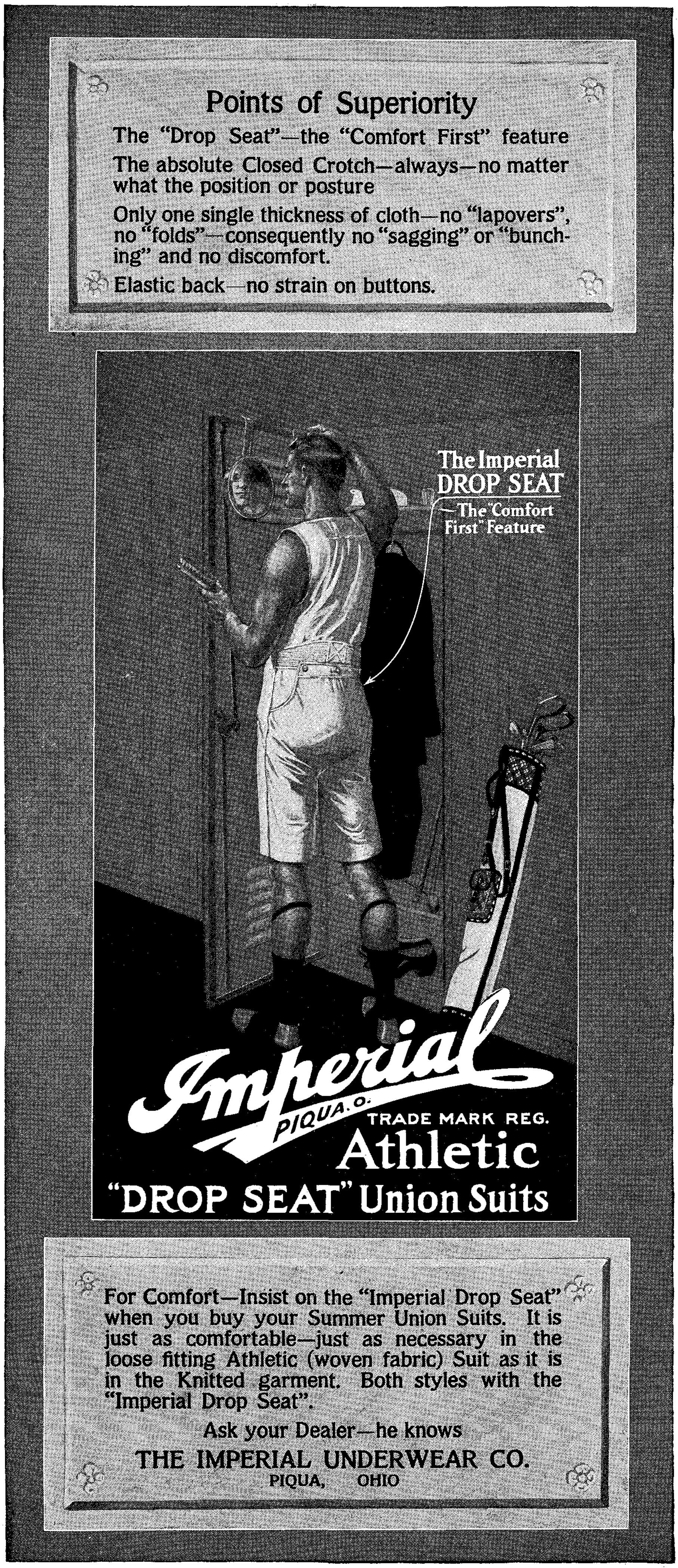
Please send me your book telling about the STAUDE Mak-a-Tractor and also tell me the location of your nearest field demonstration.

Name ....

R. F. D. or Street No. ....

Town ....

County .... State ....


Points of Superiority

The "Drop Seat"—the "Comfort First" feature

The absolute Closed Crotch—always—no matter what the position or posture

Only one single thickness of cloth—no "lapovers", no "folds"—consequently no "sagging" or "bunching" and no discomfort.

Elastic back—no strain on buttons.

For Comfort—Insist on the "Imperial Drop Seat" when you buy your Summer Union Suits. It is just as comfortable—just as necessary in the loose fitting Athletic (woven fabric) Suit as it is in the Knitted garment. Both styles with the "Imperial Drop Seat".

Ask your Dealer—he knows

THE IMPERIAL UNDERWEAR CO.
PIQUA, OHIO

Manchuria to take a look at the squabble between the Bear That Walks Like a Man and the Little Yellow Chap. He was attached to General Kuroki's staff, and what he saw and what he learned he gave to the War Department in the form of one of its best, most compact, and meaty reports ever filed by a military observer attached to armies in the field.

In 1906 President Roosevelt jumped Captain Pershing over the heads of 862 officers, his seniors in rank and service, creating him a brigadier-general. Instantly there was a hubbub and furore, but the President and the advocates of Pershing's cause remained firm and the tumult and the shouting died a natural death.

After the storm subsided the truth was revealed. It developed that Roosevelt did not want to make Pershing a brigadier but under the law there was no authority to jump him over the heads of the captains to a colonelcy. It was then a question of making him a general officer or keeping him in his present rank. So Pershing became a brigadier.

In January, 1916, General Pershing was assigned to the command of the Eighth Brigade of the regular Army, with headquarters at El Paso, Texas. After the Villa raid General Pershing commanded the punitive expedition into Mexico and handled the problem in a manner entirely satisfactory to the Administration. Army officers have long predicted that, should it become necessary for the United States to send troops to Europe, General Pershing would lead the first expedition.

On the death of Major-General Funston, General Pershing succeeded him in rank and command. He remained on the border until a few weeks ago, when he was summoned to Washington to take command of the first American troops ever ordered across the ocean to battle in Europe.

The Ledger recalls the romance of the soldier's life:

> About a year before Colonel Roosevelt, then President, addrest Congress on the ever-recurring question of promotions in the Army and Navy. The promotions usually went by seniority, and the caste in the Army was jealous of this tradition. Roosevelt, in a memorable message to Congress, on December 7, 1903, wanted the seniority rule abridged, and specifically mentioned Captain Pershing as a gallant and distinguished officer who was held back by a tradition that worked havoc and harm to the men who might have been advanced.
>
> In the gallery during the reading of this message was Miss Frances Warren, the daughter of United States Senator Francis E. Warren, of Wyoming. She followed the message closely, and when leaving the Capitol declared that she would like to meet the officer who had merited such commendation by the President. She evidently lost no time about it, for less than two years afterward the warrior and the Senator's daughter were married.

Two years ago tragedy entered into the life of General Pershing. His wife and three of his children were burned to death in his home. Warren, his five-year-old son, was rescued by the servants. The blow was a hard one, but the General met it like a soldier.

"Black Jack" Pershing is loved by his men and respected by his superiors. *The Ledger* draws this pen-picture of him:

> Lean but rugged, his six feet and better every inch bone and muscle, he typifies the ideal cavalry officer. He has been hardened by field service physically and has been broadened in executive service by several difficult posts. He cares little for swivel-chairs and desks, but he dotes on boots and saddles.

DEATH OF "SMOKE," FIRE-FIGHTER

MEMBERS of Hook and Ladder Company No. 12, New York City, are still telling stories about "Smoke." Not an unusual topic among firemen, perhaps, but in this case "Smoke" was a dog and one that lived up to the high standards of his blue-blooded ancestry, and died in the performance of a self-imposed duty. Smoke was a descendant, in direct line, of Oakie, a Dalmatian hound presented to the Fire Department by Cornelius Vanderbilt.

"Seven years ago," says the New York *Sun*, "Smoke was a fussy, awkward pup with kindly brown eyes and a tongue that seemed a yard long when he insisted upon kissing every one right on the mouth." The puppy was brought up on a bottle by the men of the fire-truck company, and *The Sun* says:

> A year later he was a trained fire-fighter. He knew the stations and when the alarm came in on the gong no one could fool him. The first stroke of the alarm in the truck-room brought him to his feet. With ears alert and his keen, intelligent eyes bright with expectation, he waited until the signal was complete. If it was not his station he curled up and went to sleep again like a philosopher.
>
> There was no haul too long or no pace too fast for Smoke. He was always at the head of the company as it rolled out of the house, and he seemed able to sense the fire, for he was never known to make a mistake; that's why they called him Smoke. The men said he could smell his way to a fire in Iceland.
>
> When his other four-legged friends, the trio of big gray horses which had drawn the truck for years, left to give place to the new and noisy automobile-truck with its shrill siren, Smoke was for a time inconsolable. The speed of the new apparatus, however, attracted him, for he found he had to go faster, and after a few weeks he went back to his philosophic existence and ceased to pine.
>
> So Smoke grew to be the pal of every one in Truck 12, and year after year he guided the men to their heroic work without any hurt until two weeks ago, and then the faithful dog was called to his station for the last time.
>
> Shortly after midnight, when the men were in their beds and only Smoke and the lieutenant in charge were on duty, a third alarm came in. Smoke dashed away at the head of the truck, instinctively finding his way to the fire. When the men reached

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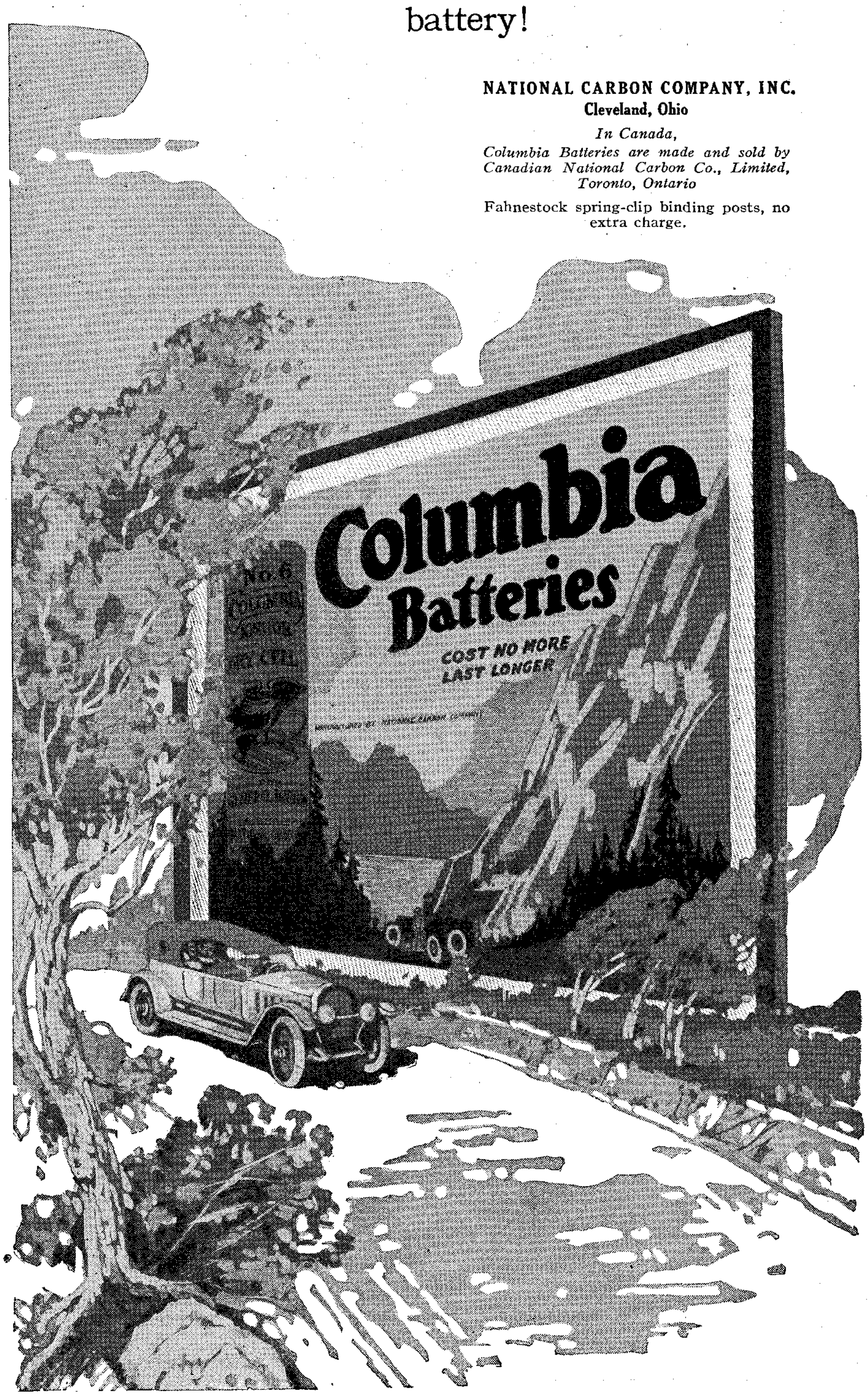
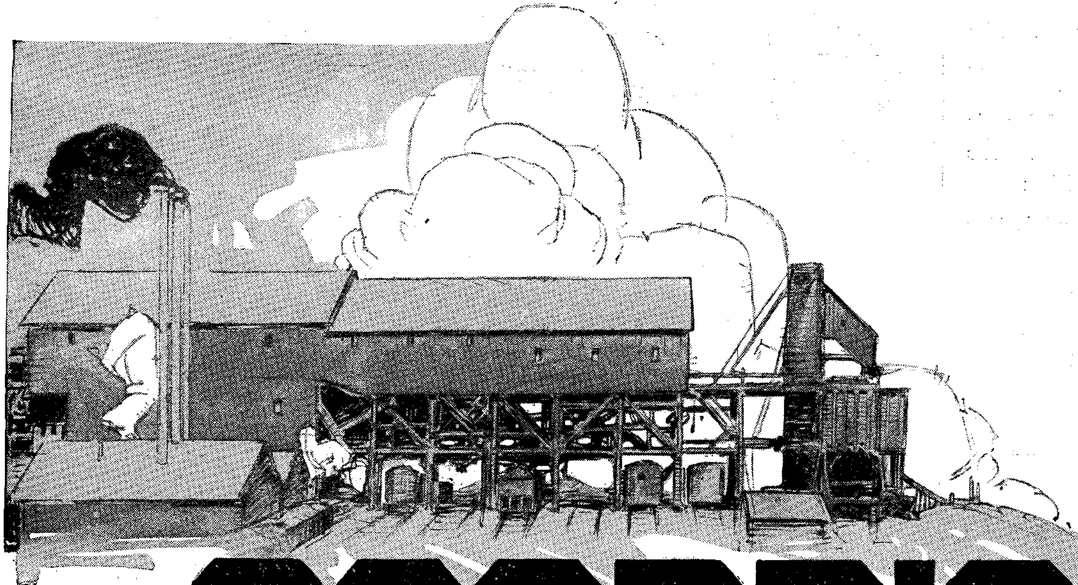
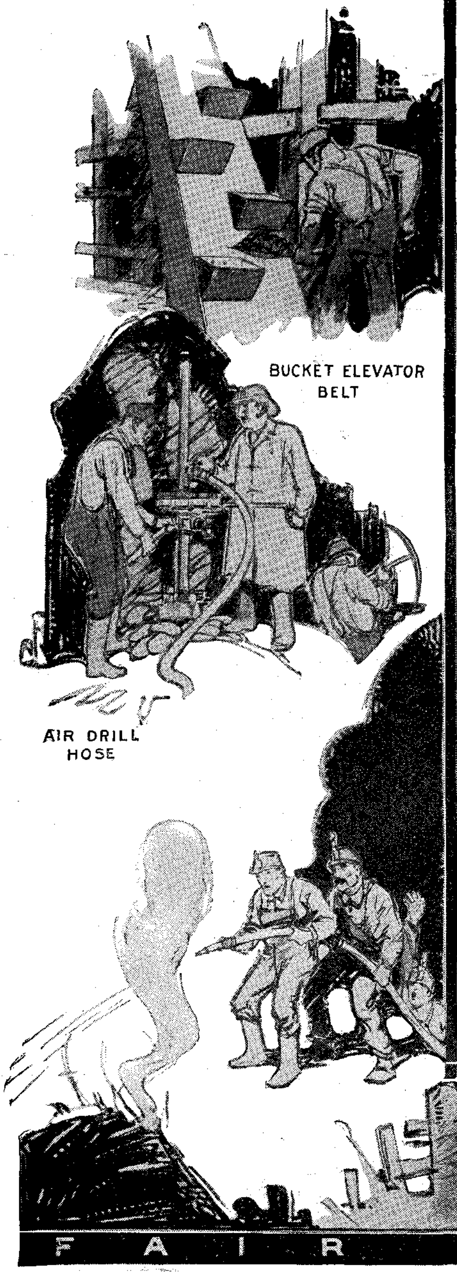




GOODRICH



GOODRICH REACHES UNDERGROUND

MAN is a *persistent* creature in his pursuit of what he is pleased to call WEALTH.

He goes for it to the uttermost ends of the world; and not content with *ransacking* the four corners of the earth, he *burrows* into it.

Yet wherever he goes; whatever his quest, GOODRICH RUBBER goes hand in hand with him, *not the least* when he honeycombs the hills with the dark vaults and hallways of his MINES.

On the Slippery path of *winze* and *tunnel*, in dripping stope, face to face with the wall of the *drift*, GOODRICH RUBBER is the miner's faithful comrade, always there to shield his comfort, empower his hand, and speed the work.

HALF a century ago mining was a pick and shovel and hand drill affair. The miner went down the shaft to scratch loose a few bits of high grade ore, or a few barrowfuls of coal.

Today on account of the co-operation of Goodrich rubber, the miner brings forth *coal—ore—diamonds* by tons and hundreds of tons.

Shielded by a Goodrich *rubber coat* or *poncho* he goes to his post. *Hipress Boots* keep him dry shod as he stands in muck and water. From Alaska to Patagonia, from Siberia to Cape Horn, that high pressure cure boot with which Goodrich upset the old order of the boot and shoe business, is the worker's idea of footwear.

With the miner on the job, Goodrich rubber is *behind* him, *beside* him, *everywhere*. Goodrich Air hose brings compressed air with which he drives his drill into hard rock at ten times the speed of a team of skilled "double jackers."

The blast shoots, tumbling tons of ore, and *Goodrich Elevator Belts* tram it to the top with a rapidity that relegates the ore bucket to the class of primitive methods.

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VANNER BELTS
MINING MACHINE CABLE
GASKETS
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HIPRESS BOOTS

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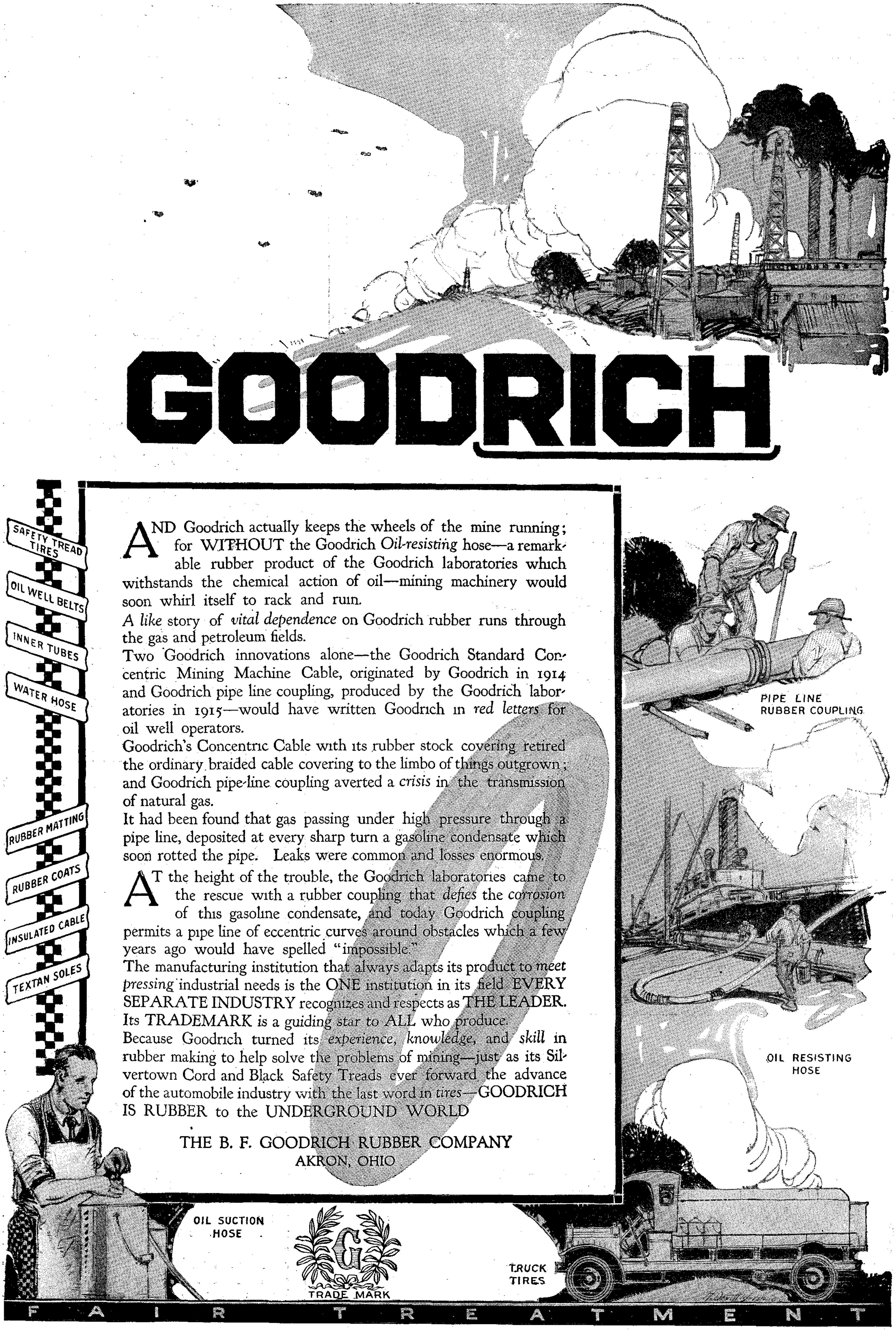
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PIPE LINE RUBBER COUPLING
OIL RESISTING HOSE
OIL SUCTION HOSE
G
TRADE MARK
TRUCK TIRES
FAIR TREATMENT

GOODRICH

AND Goodrich actually keeps the wheels of the mine running; for WITHOUT the Goodrich *Oil-resisting* hose—a remarkable rubber product of the Goodrich laboratories which withstands the chemical action of oil—mining machinery would soon whirl itself to rack and ruin.

A like story of *vital dependence* on Goodrich rubber runs through the gas and petroleum fields.

Two Goodrich innovations alone—the Goodrich Standard Concentric Mining Machine Cable, originated by Goodrich in 1914 and Goodrich pipe line coupling, produced by the Goodrich laboratories in 1915—would have written Goodrich in *red letters* for oil well operators.

Goodrich's Concentric Cable with its rubber stock covering retired the ordinary braided cable covering to the limbo of things outgrown; and Goodrich pipe-line coupling averted a *crisis* in the transmission of natural gas.

It had been found that gas passing under high pressure through a pipe line, deposited at every sharp turn a gasoline condensate which soon rotted the pipe. Leaks were common and losses enormous.

AT the height of the trouble, the Goodrich laboratories came to the rescue with a rubber coupling that *defies* the *corrosion* of this gasoline condensate, and today Goodrich coupling permits a pipe line of eccentric curves around obstacles which a few years ago would have spelled "impossible."

The manufacturing institution that always adapts its product to *meet pressing* industrial needs is the ONE institution in its field EVERY SEPARATE INDUSTRY recognizes and respects as THE LEADER. Its TRADEMARK *is a guiding star to* ALL who *produce.*

Because Goodrich turned its *experience, knowledge,* and *skill* in rubber making to help solve the problems of mining—just as its Silvertown Cord and Black Safety Treads ever forward the advance of the automobile industry with the last word in *tires*—GOODRICH IS RUBBER to the UNDERGROUND WORLD

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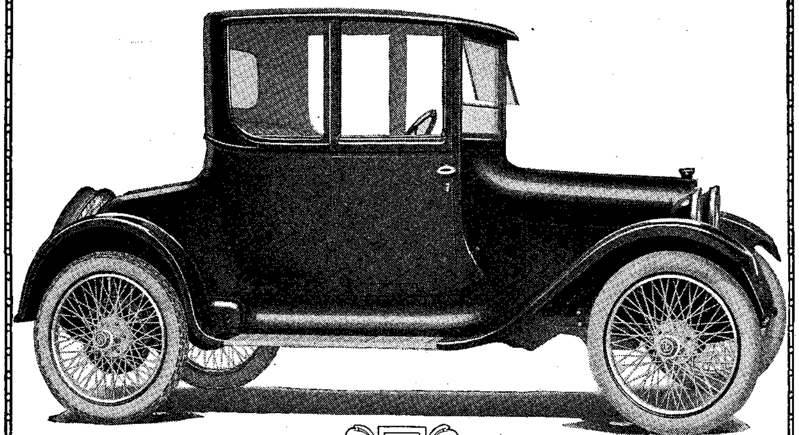

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This book is vitally necessary to every man or woman who wants the right job—to every employer who wants the right men—to every parent who wants his son or daughter to find the right place in his life work.

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the scene they saw it was a grave task in front of them, for a chemical factory was burning, and even then the fumes of chlorin gas were laying men out as they attempted to get their lines of hose into the building.

Smoke never faltered. He snarled a little as the gas-fumes hit his sensitive nostrils, and shook his head, but he wagged his tail encouragingly, and altho half strangling he never faltered, but entered the building at the head of his company.

Three times Smoke, half suffocated, located men of his company who were overcome and guided rescuers to where they lay unconscious. Then Smoke staggered out into the street and dropt on the pavement. Tender hands picked him up, and he was sent back to the house in the battalion-chief's machine, where he was treated and carefully wrapt up in blankets and put to bed.

The next day found Smoke a changed dog. The gentle expression in his eyes was gone. They were bloodshot and strange and he growled for the first time in his life to the men who loved him and wanted to care for him. A consultation was held and it was decided that Smoke should have the "best dog specialist in the country." All the men chipped in, a private dog-ambulance was called, and old Smoke, growling with a cruel display of his fangs and a glaze over his usually kind eyes, was taken away to the hospital of the Society for the Prevention of Cruelty to Animals.

Smoke never recognized his friends again. He had gone insane from the effects of the chlorin gas, and it was necessary to chloroform him. There is a suspicious moisture in the eyes of the sturdy fire-fighters of Truck 12 when they tell about Smoke and the days when he was "brought up by hand."

ANECDOTES OF JOSEPH H. CHOATE

PERHAPS the simplest and most descriptive of the many eulogies spoken of Joseph H. Choate since the death of that distinguished American on May 14 were the few words of Dr. Nicholas Murray Butler:

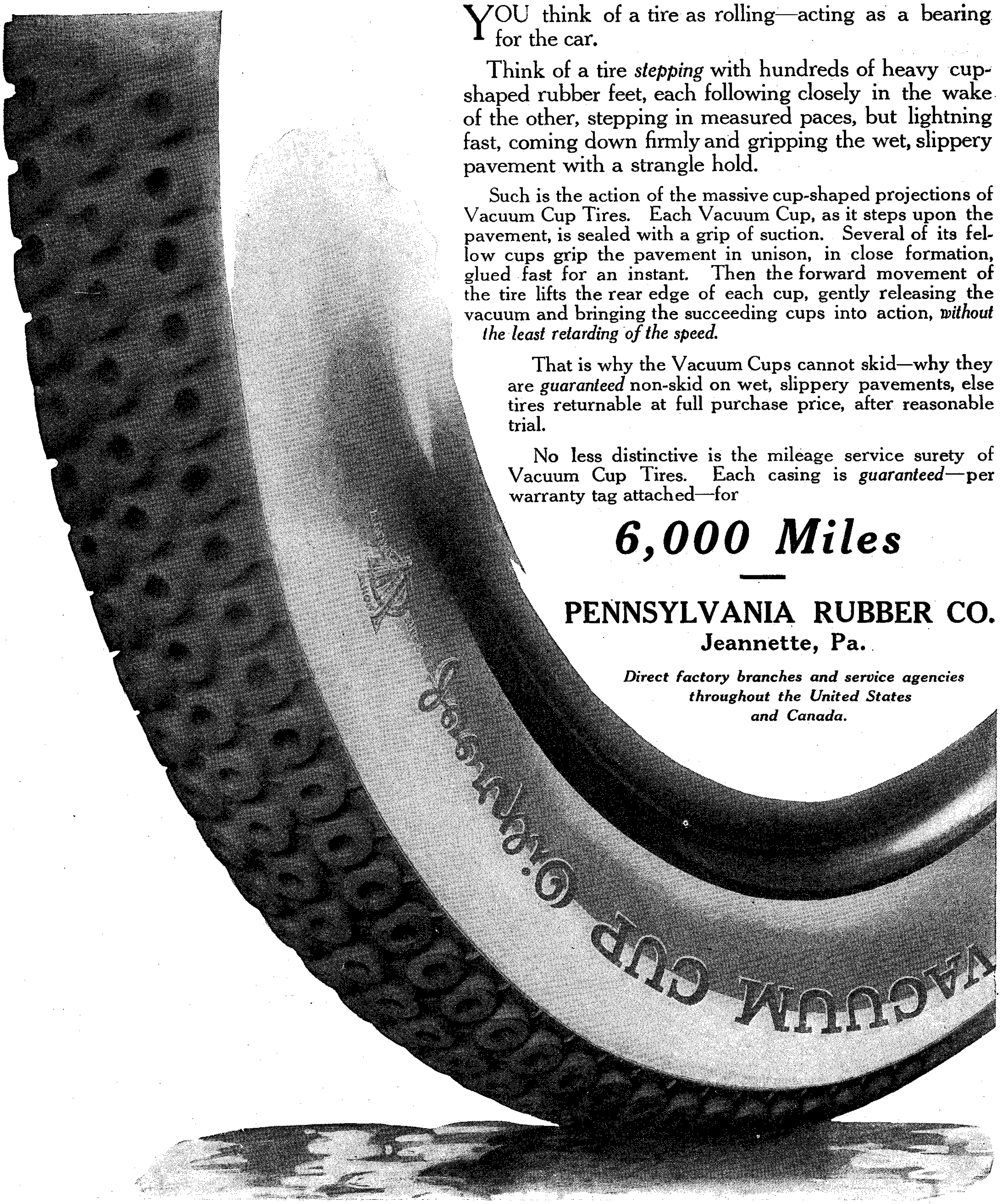
"Mr. Choate died as a happy warrior. He fell quite literally on the field of battle, where the contest was for the ideals of human liberty and of civil government in which he so profoundly believed."

Of Mr. Choate's long career as a lawyer of international repute much has been written, and his brilliant wit has been constantly quoted both at home and abroad. Here is what the Comte de Saint Maurice, political editor of *Gil Blas*, wrote of him when he attended the Peace Conference at The Hague in 1907:

He is the *enfant terrible* of the Conference. He seems aware neither of the grandeur of the mission entrusted to the delegates nor of the personal majesty of their excellencies. He is barely a diplomat. He it is who, with an air of innocence, inserts into a discussion a few cold words which effectively shatter the grandiloquent bubbles of his colleagues. He it is who unsmilingly emphasizes some imposing puerility. It is he, always

Pennsylvania VACUUM CUP TIRES

The Tire *That "Steps"*



YOU think of a tire as rolling—acting as a bearing for the car.

Think of a tire *stepping* with hundreds of heavy cup-shaped rubber feet, each following closely in the wake of the other, stepping in measured paces, but lightning fast, coming down firmly and gripping the wet, slippery pavement with a strangle hold.

Such is the action of the massive cup-shaped projections of Vacuum Cup Tires. Each Vacuum Cup, as it steps upon the pavement, is sealed with a grip of suction. Several of its fellow cups grip the pavement in unison, in close formation, glued fast for an instant. Then the forward movement of the tire lifts the rear edge of each cup, gently releasing the vacuum and bringing the succeeding cups into action, *without the least retarding of the speed.*

That is why the Vacuum Cups cannot skid—why they are *guaranteed* non-skid on wet, slippery pavements, else tires returnable at full purchase price, after reasonable trial.

No less distinctive is the mileage service surety of Vacuum Cup Tires. Each casing is *guaranteed*—per warranty tag attached—for

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Now this residence will have a soft-hued, even, artistic finish that no ordinary paint could give it. *Now* it will be proof against dampness— its appearance will be greatly improved, and it will retain its beauty for years.

STONE-TEX will give any *concrete, stucco, brick, stone* or similar structure a *beautiful, uniform, lasting finish.* It is prepared specifically for use on masonry walls, and renders them *dampproof—rainproof—weatherproof.*

All masonry surfaces are more or less porous. Rain, melting snow, sleet, dew—are absorbed into the pores, causing a damp condition. The dampness, mingling with the dust from the streets, produces these unsightly streaks and spots that disfigure the building.

Ordinary paints, being intended for wood, offer little resistance to moisture when used on masonry, and soon crack, chip or peel off. STONE-TEX, which is a liquid cement coating, enters deep into the pores, fills all hair cracks, and makes the walls hard as flint. Because of its dampproofness, it far outlasts ordinary paints. Suitable for new or old walls and furnished in a variety of pleasing colors.

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he, whose brief logic brings back to earth again discussions which have drifted into the pacific ether. What superb balloons he has thus pricked. What pretentious aeronauts has he brought to earthly realities.

In recalling the ready wit of Mr. Choate, the New York *Times* says:

There have been many anecdotes told about Mr. Choate. At a dinner of the Pilgrims many years ago he gave this toast to the fair sex:

"And, then, women—the better half of the Yankee world—at whose tender summons even the stern Pilgrims were ever ready to spring to arms, and without whose aid they never could have achieved the historic title of the Pilgrim Fathers. The Pilgrim Mothers were more devoted martyrs than were the Pilgrim Fathers, because they not only had to bear the same hardships that the Pilgrim Fathers suffered, but they had to bear with the Pilgrim Fathers besides."

Another famous address was his tribute to Roscoe Conkling during the case of Stewart against Huntington.

"However we may differ," said Choate, "one from another or all of us from him, we owe the Senator one debt of gratitude for standing always stedfast and incorruptible in the halls of corruption. Shadrach, Meshach, and Abednego won immortal glory for passing one day in the fiery furnace, but he has been twenty years there, and has come out without even a smell of smoke upon his garments."

Concerning his attitude before the bench, a story has often been told of how Mr. Choate once rebuked a judge who had a habit, very distressful to advocates pleading before him, of talking to his associates on the bench while the lawyers were delivering their addresses. This became at times most exasperating, but every one hesitated to make any fuss about it, being overawed by the Judge's austere dignity.

Choate was about to sum up in an important case. Forty minutes had been allotted to him for doing it. He had scarcely begun when the Judge wheeled about in his chair and began a discussion with one of his colleagues.

Choate—he was a very young man then—stopt speaking, folded his arms, and gazed steadily at the Judge. A hush fell upon the court-room. The Judge, noting it, turned around to meet the eyes of the silent young man.

"Your honor," said the latter, "I have just forty minutes in which to make my final argument. Not only shall I need every second of that time to do it justice, but I shall also need your undivided attention."

"And you shall have it," replied the Judge, a faint flush on his cheeks.

One of Mr. Choate's last public utterances is thus recalled by the New York *Sun:*

It was remarked by all who saw and heard Mr. Choate in his public appearances last week that he never had seemed more whimsically gay, never more eloquent. His friends like especially to recall the speech that he made at the Merchants' Association luncheon at the Hotel Astor, on Thursday, when he said:

"It has been said by a famous wit that good Americans when they die go to Paris. To-day we have hundreds and thousands of Americans alive and fit for fight that are eager to go to Paris, and I for one hope the way will soon be cleared for them to go. But I would say to the authorities at Washington on that and every other subject which pertains to preparation for this war, 'For God's sake, hurry up!'"

In reply to an attack by Richard Croker at a public meeting during the State campaign in New York in 1898, Mr. Choate said in his characteristic manner:

"Well, this audience looks to me like a good, old-fashioned audience who remember things they have read in the Bible. Croker's speech and why he spoke recall to my mind the familiar story of Balaam's ass. And in two or three points Mr. Croker reminds us of that very celebrated beast of burden. In the first place, until the ass spoke, nobody in the world imagined what a perfect ass he was. If he had not spoken he would have passed into history as an average, ordinary, silent ass who carried Balaam on his way; but when he spoke he was distinguished over all other asses in the land."

It is worthy of note that among the last of Mr. Choate's quoted words was a conversation on the subject of immortality. President Butler, of Columbia, who was one of a gathering in Mr. Choate's library to greet Mr. Balfour, tells of the meeting in the New York *American:*

"Mr. Choate engaged Mr. Balfour, Prof. Henri Bergson and some of the rest of us in a discussion of immortality. His question was half quizzical, half serious, but it drew out an interchange of brilliant thought and sparkling wit that will always be memorable."

From another member of the group it was learned that Mr. Choate drew from the philosophical lessons of the European War to clinch his contention that life beyond the grave is a settled fact. He declared:

"Reward is bound to come to those who have laid down their lives in the battle for the right. God will support those who support him. My own faith in the immortality of the soul has been strengthened with the years."

While Mr. Choate was Ambassador to England it was never difficult for any one with real business to see him, but he discouraged visits of curiosity or sociability during the hours that he devoted to the business of his country. One day the nephew of Bishop W.—— called. Mr. Choate was very busy.

"Take a chair," said the Ambassador politely, turning again to some papers that demanded his attention.

The visitor was impatient, says the New York *Sun*—

"But," he exclaimed, "I am Bishop W.'s nephew!"

"Take two chairs," said Mr. Choate.

Among British matrons regret was general over the departure from London of the gallant, keen, bright-eyed, clear-brained diplomat "with whom Time seemed to jest." The ladies had been allowed to sit in the gallery at a notable London

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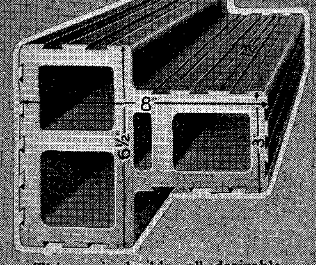

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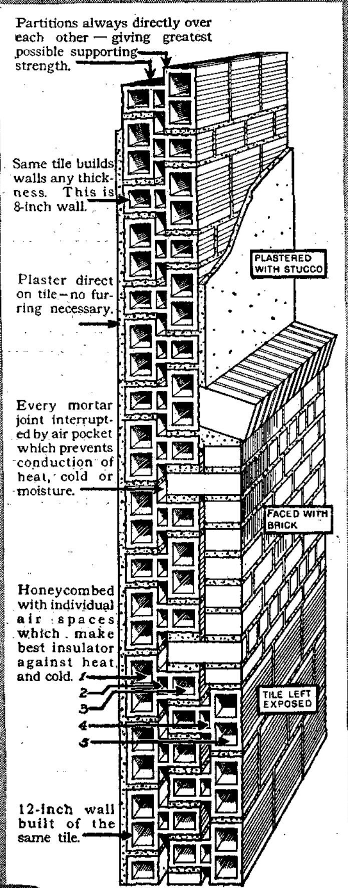
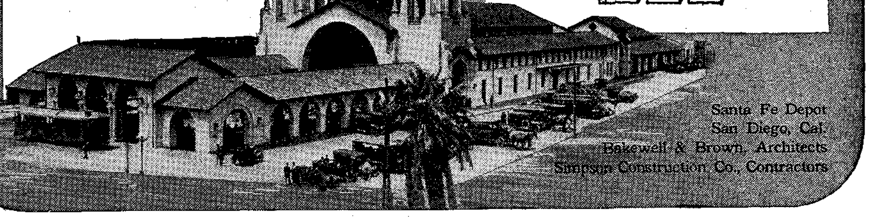

Partitions always directly over each other — giving greatest possible supporting strength.
Same tile builds walls any thickness. This is 8-inch wall.
Plaster direct on tile—no furring necessary.
Every mortar joint interrupted by air pocket which prevents conduction of heat, cold or moisture.
Honeycombed with individual air spaces which make best insulator against heat and cold.
1
2
3
4
5
12-inch wall built of the same tile.
PLASTERED WITH STUCCO
FACED WITH BRICK
TILE LEFT EXPOSED



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S. & M. Weather Instruments are sold by your Optician and Scientific Instrument Dealers. If yours does not have an S. & M. *Tycos* House Barometer No. 2252 in stock send us his name and address and $10 and we will ship you one at once. Our 36-page Barometer Booklet, which describes other styles, is yours on request.

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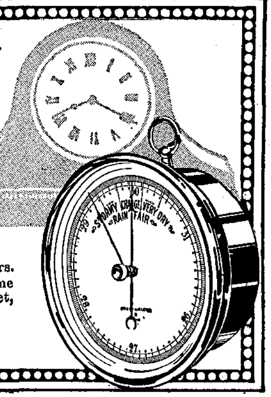

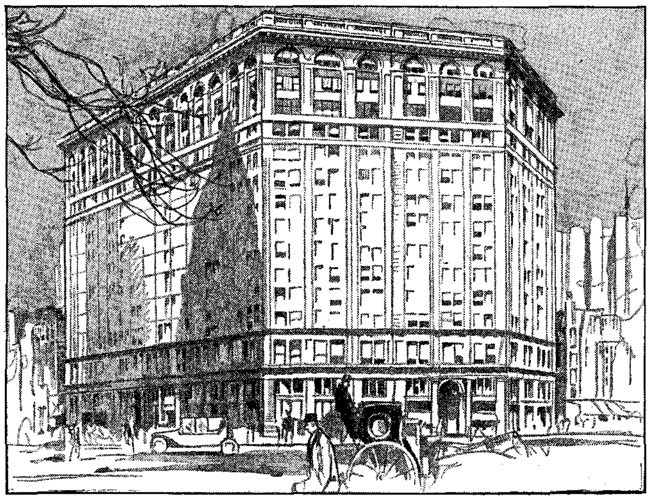

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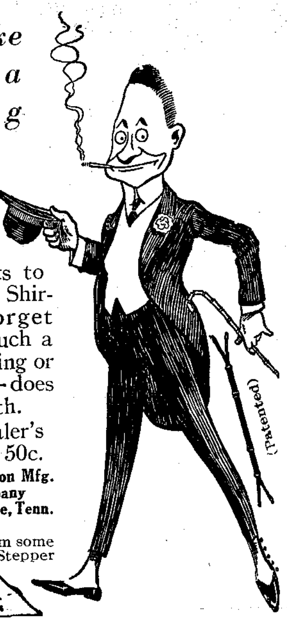

"Don't make your leg a hitching post."
—Washington Pete.

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Shir-Gar
50¢
Holds Shirt Down

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DU PONT

banquet at which Mr. Choate spoke soon after his arrival. He won his place at once when he rose to speak. Looking at the faces above him, he exclaimed:

"Now I know what Scripture means when it is written: 'Thou madest man a little lower than the angels.'"

But among all his gallant remarks that one which is most often repeated stands first. When asked who he would rather be if he could not be Joseph H. Choate, he replied, "Mrs. Choate's second husband."

CONTRIBUTIONS
TO THE
BELGIAN CHILDREN'S FUND

Received from May 16 to May 22 inclusive

$869.65—People of Lancaster, Pa., through the "New Era."

$824.58—People of Windber, Pa., and vicinity, through the Windber "Era," for the relief of the children in the town of Gougnies, Province of Hainaut. First remittance made up of the following subscriptions: $100.00, Berwind-White Coal Mining Co.; $75.00, Thos. Fisher; $50.00 Each—Scalp Level Coal Mining Co., Reitz Coal Company, Windber Trust Co., Eureka Stores, Geo. A. Smith; $25.00 Each—Windber Electric Co., Paint Township Water Co., Windber Lumber Co., Windber Brewing Co., J. D. Simpson, E. A. Delaney, Eleanor Neilson Fisher, Harriet C. Smith, Dr. W. S. Wheeling and Family, E. R. Hannum and Family, M. E. McNeal; $12.00, Windber Council No. 1796, Royal Arcanum; $112.58—total of subscriptions less than $12.00.

$800.00—Miss Katherine Jones.

$620.50—Grace Episcopal Church Choir and others, Muncie, Ind.

$500.00—"From Honolulu."

$263.00—People of Scott, Ark., and vicinity.

$206.79—Third Presbyterian Sunday School, Elizabeth, N. J.

$148.64—Central Council of Charities, Sedalia, Mo.

$140.19—People of Saltville, Va., and vicinity.

$125.00—Anonymous.

$120.00—School Children of Petersburg, Va., through F. M. Martin, Supt. of Public Schools.

$100.00 Each—Alice M. Freeman, "Anna B. Benedict Memorial," "The Woodhull Family," Rush C. Hawkins, Cazenovia (N. Y.) Belgian Relief Fund.

$91.30—Ladies' Auxiliary Temple Beth-El, Corsicana, Tex.

$87.00—Pupils and Friends of Johnstown (Pa.) High School.

$80.00—H. W. Potts and Family.

$76.61—G. H. Holmes and Mrs. E. G. Holden.

$74.00—First Presbyterian Church, Clarion, Pa.

$62.50—Employees of Cia. De Santa Gertrudis, S. A.

$60.31—Mrs. Edward Ambler.

$60.00—Mrs. E. J. Buffington and Family.

$52.00—Sonora School, Ray, Ariz.

$50.00 Each—G. C. Huckaby, Mrs. C. F. Paxton, Mrs. Charles P. Champion, Juan B. Seigne, Earle S. Kinsley, Senior Class of Randolph-Macon Woman's College, Lynchburg, Va., Mrs. J. L. Harrington, Numerous Anonymous Items.

$48.00 Each—Women of Henderson, Ky., The Travelers' Club of East Orange, N. J., Ned and James Babson, Students and Faculty of Industrial Institute and College, Columbus, Miss.

$46.00—Employees of Y. S. & T. Co.

$45.00—Mrs. L. L. Minuit.

$40.00 Each—Texas State Training School for Girls, Gainesville, Tex., Friends in First Presbyterian Church, Miami, Fla.

$39.75—People of Selma, Ala.

$38.00 Each—Men's Class of Stonington, Ill., M. E. Sunday School, Central Seattle Church of Seventh-Day Adventists, Auburn, Wash.

$36.00 Each—Peter P. Horner, Miss Haskell's School, Friends of Ransom, Kan., L. R. Kessing.

$35.00—Doylestown (Pa.) High School.

$34.00—Friends in Pentland Township, Mich.

$31.85—Central Grade School, La Grande, Ore.

$31.45—Wentworth Dramatic Club, Chicago, Ill.

$30.75—Day School of Knoxboro, N. Y.

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$25.00 Each—Miss Jessie and Master Edward Rollins, "E. W. B.," C. H. Sonntag, Wm. R. Sawyer, G. J. Hopkins, John K. Crawford, Mrs. John M. Oothaut, Strang & Presser, Mr. and Mrs. W. H. Carpenter, Mrs. F. M. English, Dr. H. R. Moore, Sydney Richmond Taber, 8th

Grade Pupils, Franklin School, Wichita, Kan., E. W. Brown, Geo. Loff, E. A. Cary, J. J. Sandford, Robertson & Sons, Mrs. J. Campbell and Mrs. J. Robertson, Miss K. W. Peterson, Numerous Anonymous Items.

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$22.00—Presbyterian Church, Elk Rapids, Mich.

$21.50—Alice Cole.

$21.35—First Christian Church, Ft. Smith, Ark.

$21.26—Mingo Presbyterian Church, Finleyville, Pa.

$20.00—Baker-Bryant Co.

$19.70—Teachers and Pupils of Manassa (Colo.) Public School.

$18.50—"A Group of Montclair (N. J.) Children."

$18.36—First Baptist Church, Susquehanna, Pa.

$17.20—Cercle Français, Phillips Exeter Academy, Exeter, N. H.

$17.00—The Child Conservation League, Brookings, S. Dak.

$16.50—People of Centralia, Ill.

$16.00 Each—W. E. Young, Mrs. R. C. Barrett and Friends, F. G. McLean.

$15.81—Rev. W. L. Britt.

$15.66—United Presbyterian, Methodist and Presbyterian Churches, College Corner, Ohio.

$15.25—Abbott Little and others.

$15.00 Each—C. L. Taggart, Freshman Class, Thief River Falls, Minn., Mrs. L. A. Beggs, W. W. Wells, Mrs. Chas. F. Hicks, H. G. Rath, "Chicane" Club, La Junta, Colo.

$14.35—People of Steelville, Mo.

$14.25—Ladies' Aid Society of M. E. Church and others, Pine River, Minn.

$14.00—North Seattle Church of Seventh-Day Adventists, Auburn, Wash. (A credit of $14.00 last week to the "W. O. C." Club, High Point, N. C., should have been credited to the "W. O. T." Club.)

$13.67—Spring Hill Baptist Church, Cobbs Creek, Mathews Co., Va.

$13.52—Phenix (R. I.) Baptist Church and Sunday School.

$13.45—First Methodist Church (Philathea Class), Seward, Neb.

$13.00 Each—Arthur L. O'Keefe, Washington and Lincoln Schools, Caldwell, Idaho, Railway Postal Clerks, Texarkana, Ark.-Tex.

$12.50—Louis Zalk.

$12.25 Each—Mary Seward, O. Green.

$12.10 Each—"Mary, Anna and Jane," Miss A. P. Kidder.

$12.09—Col. Geo. T. Warren.

$12.00 Each—Edwin Loker, W. G. Harman, Wesley Methodist Episcopal Church, Trenton, N. J., Boardman F. Smith, Thornton Conover, "C. M. M.," Mrs. A. E. Boudreau, F. H. Barrington, Mary C. Shanklin, L. W. Cozby, Ella McArthur, Helen Nott, Mrs. Joseph T. Williams, A. J. Cole, Picket Class of Fourth Presbyterian Church Sunday School, Jos. A. Rogen, Mrs. R. G. Morris, E. Downey Kerr, R. P. Jackson, Vincent E. Barnes, Dr. J. Louis McCarty, Mrs. A. Jeffreys, Fortnightly Review Class of Norfolk, Va., W. S. Way, J. A. Dougherty, William, John, Arthur and Esther Silver, Zadie Stuart, Fetterolf Bible Class of Cambridge, Mass., "J. C." and "M. J.," Mr. and Mrs. Harless Moser, Sarah N. Dow, "A. M.," Daniel and Webster Bull, C. A. Cochrane, J. J. Moosmann, Theodosia G. Emory, Mrs. Chas. T. Thomas, Catherine Kissack, Martha E. Crum, A. C. Schifferd, A Small Group of Teachers, Hartford, Conn., "C. N. L.," H. C. Erhard, Eva W. Stauffer, "J. B. T.," "Friends," Cameron, Tex., A. C. Erhard, Mr. and Mrs. Edward Halpin, Arthur A. Eckley, Ross McVicker, A. I. Logan, F. C. Heiss. The Donmeyer-Gardner Co., A. P. Campbell, Louise Husted, Mary T. Bernardin, A. H. Allen, W. B. Pope, Ida McNally, Frederic Perry Noble, Joseph S. Bigelow, Congregational Sunday School, Endeavor, Wis., Employees of Dodge Sales & Engineering Co., Nina C. Vandewalker, W. J. Hickman, Dr. H. B. Combs, W. H. Morling, Chas. N. Tull, E. M. Davis, Mary Jane Seaton, Mrs. W. H. Tangeman, "C. H.," Ruby (Alaska) Public School, Wm. L. McEachran, "A Lover of all Children," F. W. Dillingham, Jr., Redding (Conn.) Center School and Friends, Lillian H. Baker, W. C. Anderson, Girls' Friendly Society of Grace Church, Lyons, N. Y., Emory E. Lohnes, Mrs. H. B. Upton, Mildred and Lenore Brick, John J. Reilley, "In Memory of My Mother," Mildred T. Bloomfield, Dr. A. McAlpin, H. R. Judah, The Presbyterian Ladies' Aid, Chandler, Okla., Third Presbyterian Sunday School, Toledo, Ohio, D. A. R. Chapter, Caldwell, Idaho, J. C. King, Anna M. Fisher, V. Sandford, Mr. and Mrs. R. T. Will, "A Lady" of Ft. Worth, Texas, Mrs. A. W. Spalding, Phil Hirsch, E. A. Haskell, Helen W. Atwater, Lucille B. Godfrey, R. V. Peringer, A. E. Case, Mrs. J. S. McCormick, L. D. Pierce, Lela McPherson, Eben W. Mills, Ben Lee Young, Fork of Ivy Baptist Church, Stocksville, N. C., M. E. Ross, Miss Ida F. Crafts, Saturday Night Club, Salt Lake City, Utah, Mrs. M. E. Hunton, Logan Carr, Mr. and Mrs. J. Smeaton Chase, Numerous Anonymous Items.

Contributions of less than $12.00 each—$784.00.

Previously reported—$532,326.28.

Total this report—$10,888.25.

Grand Total—$543,214.53.

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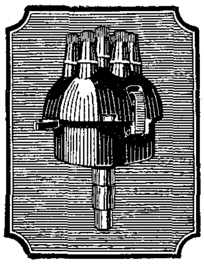

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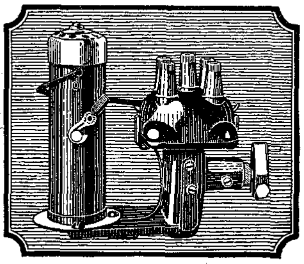
standard car equipment



Type CC Outfit
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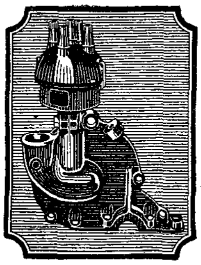

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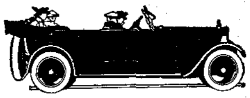

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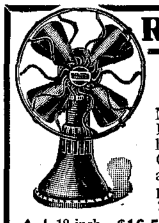

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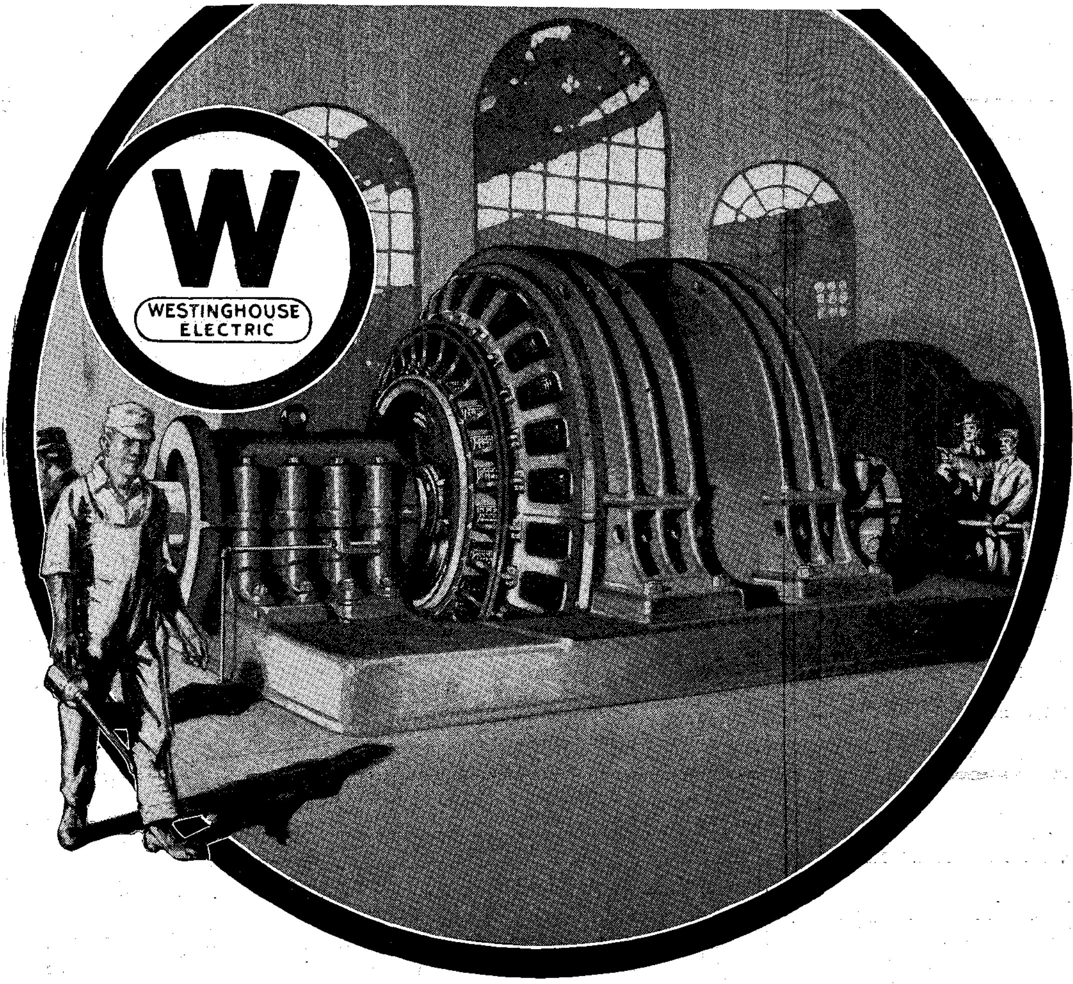

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Electric Ranges
Fans
Mazda Lamps
Motors for Driving:
  Coffee-grinders, ice-cream freezers, ironing-machines, washing-machines, meat-choppers, vacuum-cleaners, sewing-machines, polishing and grinding wheels, small lathes and other machine-tools, pumps and piano-players.
Sewing-Machine Motors

For the Garage

Battery-Charging Outfits
Insulating Tape
Mazda Lamps
Electric Radiators
Small Motors for Driving:
  Lathes, tire-pumps, machine-tools, polishing and grinding lathes.
Solder and Soldering Fluids
Tire-Vulcanizers

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Electric Radiators
Fans
Arc Lamps
Mazda Lamps
Small Motors for Driving:
  Addressing-machines, dictaphones, adding-machines, cash-carriers, moving window-displays, signs, flashers, envelope-sealers, duplicators, etc.
Ventilating Equipment

For Automobiles

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Battery-Charging Outfits
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Lamps
Meters
Motors and Controllers
Switches
Tire-Vulcanizers

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Lamps
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Mazda Lamps
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  Washing-machines, dish-washers, food-choppers, grinders and slicers, dough-mixers, vacuum-cleaners, egg-beaters, ice-crushers, ice-cream freezers, knife-grinders, silver-polishers and dumb-waiters.
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Switchboards
Ventilating Equipment

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  Churns, cream-separators, corn-shellers, feed-grinders, pumps, air-compressors, grindstones, forge-blowers, fruit-cleaning machines, and sorting-machines.

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Motors and Controllers for every application, important among which are:
  Machine-shops, wood-working plants, textile mills, steel mills, flour mills, cement mills, brick and clay plants, printing plants, irrigation, elevators and pumps.
Air Compressors
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  Chocolate-warmers, glue-pots and cookers, immersion-heaters, solder-pots, hat-making machinery, electric ovens.

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THE CHEMICALLY CORRECT RADIATOR CEMENT
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Pour in SE-MENT-OL. Let your engine run until the leaking stops. Drain and refill your radiator with fresh water. That's the simple, scientific way out of a once ugly situation.

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The Original Self-Acting Radiator Cement,

Is a dry powder that readily dissolves in the hot water of your radiator.

In passing thru the leak the lower temperature congeals it into a cement that quickly closes the cavity.

It positively cannot harm your radiator and when you have drained and refilled it your cooling system is in better condition than ever.

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CURRENT EVENTS

THE GREAT WAR

AMERICAN OPERATIONS

May 17.—The Senate passes the Army Draft Bill, 65 to 8. Owing to a depleted state of supplies, the first 500,000 men will not be called until September 1, Secretary Baker announces, which will leave the labor situation unchanged until that time.

May 18.—President Wilson signs the Army Bill calling upon 10,000,000 Americans to register on June 5, from which number the first increment of 500,000 men will be chosen for the Army. The President at the same time rejects Mr. Roosevelt's offer to raise a volunteer force.

As an advance-guard of the Army to be sent to Europe, President Wilson directs that an expeditionary force of 25,000 regular troops, under command of Maj.-Gen. John J. Pershing, proceed to France "at as early a date as practicable." General Pershing and his staff will precede the troops abroad.

May 19.—The President names Herbert C. Hoover as food-administrator. Mr. Hoover has consented to act, Washington states, but with the proviso that neither he nor any of his assistants shall receive pay for their services. The appointment is contingent upon the appointment by Congress of a food-commission.

A force of marines is designated to be attached to General Pershing's expeditionary troops, bringing the total American force now named for European land service up to 40,000 men.

The Senate passes the Administration War-Budget Bill, carrying more than $3,000,000,000 and authorizing the President to commandeer the shipping and ship-building interests of the nation.

The First National Bank of New York subscribes to $25,000,000 of the Liberty Loan bonds.

May 21.—Herbert C. Hoover, named by the President as food-administrator, holds a conference with Attorney-General Gregory looking to a campaign against speculators and the hoarders of food-supplies.

Italy's War Commission, headed by the Prince of Udine, first cousin of King Victor Emmanuel, arrives in this country.

May 22.—The minimum figures of what each section of the country is expected to reach in placing the Liberty Loan is announced by the Treasury Department. Three reserve districts, with headquarters at Boston, New York, and Philadelphia, are expected to take 49 per cent. of the loan. New York's allotment is $600,000,000.

May 23.—Bernard M. Baruch is being considered as the man to head the proposed commission to supervise all purchases of food, munitions, and supplies to be bought in this country by the Allied Governments as well as the United States. The commission, it is estimated, will direct the expenditure of $10,000,000,000 a year.

Discrediting any peace-moves by unauthorized persons, the United States Government denies passports to the delegates to the Stockholm Socialist Conference, says Washington, at the same time issuing a warning that any American taking part in the negotiations will be liable to heavy punishment.

The War-Revenue Bill passes the House by a vote of 329 to 76. Republicans register the 76 votes against the measure, while three Republicans and one Socialist vote "present."

THE ITALIAN OFFENSIVE

May 19.—Italian infantry, by a desperate drive, wins Hill 652, the dominating peak on Monte Vodice.

May 21.—London reports close fighting between the Italians and the Austrians on the Isonzo heights, and while the reports are somewhat clouded it is apparent that the Italian forces have held all the ground gained in the big offensive which began a week ago.

May 23.—Italian artillery and trench-mortars open a heavy general bombardment on the Austrians on the rocky plateau from Göritz south to the sea.

BRITISH AND FRENCH

May 17.—London reports the whole village of Bullecourt in the hands of the British, while it is announced from Paris that the desperate German offensive on the French front is looked upon as an effort to mask a further retirement of the German first line.

May 19.—Bad weather and the necessity for the recuperation of the armies cause a lull in the action on the western battle-front of Arras and the Aisne, London reports.

May 21.—London dispatches announcing further successes of French and British troops declare that, except for a mile of trenches west of Bullecourt, the British hold the entire Hindenburg line for eleven miles from the western edge of the Queant Ridge to the old line at Beaurains. French operations in Champagne are reported as "important and brilliant."

May 22.—London advices declare that the British make a slight advance, while the French hold their own on the battle-front in France.

May 23.—London advices state that by three dashing night-attacks the French infantry capture the last of the observation-posts looking down into the valley of the Ailette, before the fortress of Laon. This gives the French possession of all such commanding positions from Soissons to Auberive.

RUSSIA

May 17.—The crisis in Russia is averted, the Council of Workmen's and Soldiers' Delegates having accepted the declaration of the Government's policy, while all the Army commanders decide to remain at their posts. Petrograd also reports that the spirit of the soldiers is returning and that the power of the Army is not materially weakened.

May 18.—London dispatches announce that the Germans, evidently abandoning their peace-overtures, make a sweeping attack on the Russian positions in Volhynia, which is successfully repulsed.

May 19.—The Russian Provisional Government rejects Germany's offer of a separate peace and declares that it will stand by its Allies, Petrograd reports.

May 22.—Finland's wealthiest and most influential classes favor a complete separation of the Grand Duchy from Russia, says a dispatch from Helsingfors.

FOREIGN

May 17.—John Redmond rejects the proposition of Premier Lloyd George to settle the Irish Home Rule question by excluding the six counties of Ulster, but

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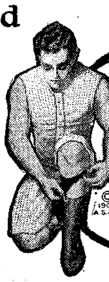

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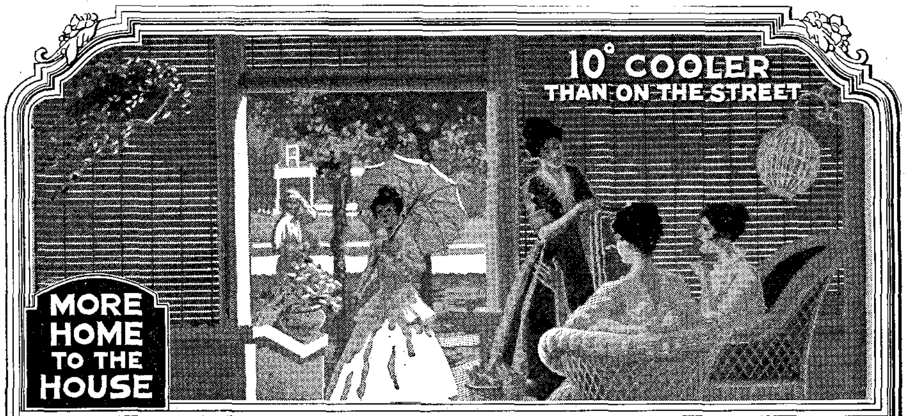
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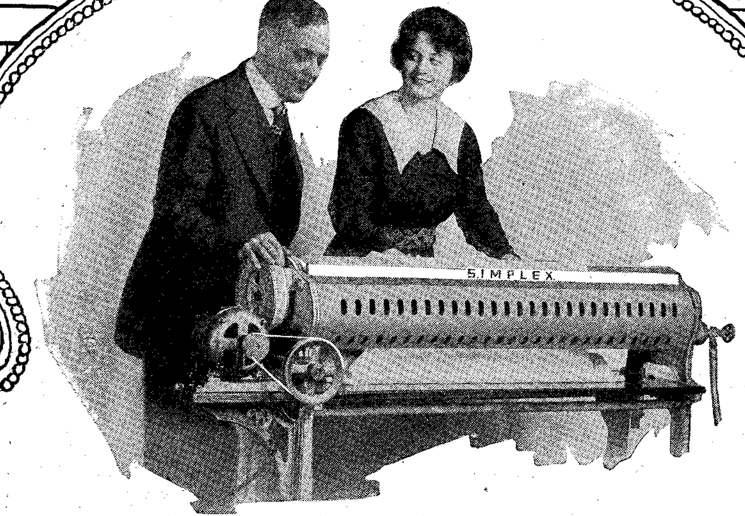

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accepts the proposal of a convention of Irishmen to decide upon the form of government for Ireland.

May 18.—Base Hospital No. 4, of Cleveland, Ohio, is the first of the American Red Cross hospital units to reach England, London reports. This body will be the first to carry the American flag to the battle-fields of France with the authority of the United States.

London reports a sea-battle in the Adriatic, on May 14, in which cruisers, destroyers, submarines, and airplanes representing five nations were engaged. British, French, and Italian craft drove off an Austrian squadron, but not until it had succeeded in sinking fourteen British mine-sweepers, taking seventy-two prisoners.

Baron Devonport, the food-controller of Great Britain, declares that the British are depending upon the United States for food-supplies for the next six months.

May 21.—Premier Lloyd George outlines to Parliament his project for a convention of Irishmen, representing all factions, to make their own plans for Ireland's government. The Premier proposes a convention to be held in private, the Crown to select the chairman. John Redmond agrees to the policy.

May 23.—Washington dispatches announce that the entry of Brazil into the war is regarded now merely as a question of days.

President Li Yuang-hung, of China, dismisses Premier Tuan Chi Jui—who is opposed to war against Germany—and names Dr. Wu Ting Fang, former Minister to the United States, as acting Premier.

The first detachment of United States Army engineers, under command of Maj. William Barclay Parsons, reaches London, dispatches report. King George and Queen Mary welcome the surgeons and nurses at Buckingham Palace.

DOMESTIC

May 19.—Mrs. Belva Lockwood, one of the pioneer woman suffragists in this country, dies at the age of 87. Mrs. Lockwood ran for the Presidency in 1884 and 1888.

May 20.—Colonel Roosevelt disbands the division forming for war-service in Europe, declaring that the President erred and that he did not seek independent command. He will not accept a major-generalship from Governor Whitman.

Captain Franz von Rintelen, David Lamar, and Henry B. Martin are found guilty of conspiracy to tie up United States munition-plants by fomenting strikes. Rintelen declares the verdict just and fair. All are sentenced to a year in prison. Rintelen will be placed on trial within two weeks for passport frauds.

May 21.—Fire causing damage estimated at between $2,000,000 and $3,000,000 sweeps through Atlanta, Ga., destroying a large part of the residential section.

The Supreme Court orders the reargument of the antitrust suits against the United States Steel Corporation, the International Harvester Company, and the Lehigh Valley and Reading Railroads and affiliated coal companies.

The Federal Trade Commission, in a report to Congress, charges coal producers and brokers with exacting exorbitant profits, places the blame for coal shortage at consumption points on inadequate transportation facilities, and proposes Government regulation of the coal industry including the fixing of prices.

The steamship *Mongolia*, carrying the Northwestern University Base Hospital No. 12 to the European battle-fields, returns to port bringing the bodies of two nurses accidentally killed by the fragments of a gun-cap during practise while 100 miles at sea. The accident will be the subject of official inquiry.

May 22.—In insisting upon the newspaper clause in the Espionage Bill, President Wilson declares it imperative that Congress grant censorship powers to deal with the "few persons who can not be relied upon to preserve a patriotic reticence about everything whose publication could be of injury."

Washington dispatches state that President Wilson has demanded a full statement from Germany as to whether the present policy of holding Americans virtually as hostages in Germany and Belgium is to continue. Upon the reply will depend retaliatory measures against German interests now protected by the United States.

Hudson Maxim announces that he has invented and perfected a device that will make all ships immune from the dangers of the submarine.

May 23.—John D. Rockefeller increases the endowment of the Rockefeller Foundation by a further gift of more than $25,000,000, raising the total endowment of the Foundation to $125,000,000.

Renewed pressure is being brought by the President and his advisers for the immediate passage of a press-censorship law, Washington reports.

Too One-Sided.—Being single and his mother and sisters being well provided for by the business, a patriotic Scottish grocer decided to enlist, leaving his assistant, one Mackay, in charge. But a few months later the master was dumfounded to meet his late assistant attired in khaki, " somewhere in France."

" Hie, mon," he said angrily, " did I no' tell ye tae stay at hame in chairge o' ma shop? "

" So I thocht at the time, maister," replied Mackay, " but I sune fun' ott it wisna only the shop I was in chairge o', but a' yer womenfolk. 'Man,' ses I tae maself, 'gin ye've got to fecht gang an' fecht some one ye can hit!' So I jined!" —*Answers.*

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INVESTMENTS - AND - FINANCE

WHAT CORN, BARLEY, AND OATS COULD DO FOR US WITH A SHORT WHEAT-CROP

MORE than 8,000,000 acres of corn will be planted in Kansas this season—at least that is a prediction which has reached *The Wall Street Journal* from Topeka. The acreage will exceed that of any other year by about 2,000,000, much of the increase being due to the failure of winter wheat. With a favorable season the State should produce "the greatest crop in bushels and value ever grown in any State of the Union." At the same time there was noticed "a great improvement in every wheat-field in Kansas." The growing plant was "taking on new vigor and thousands of new shoots were coming through the ground." In every section the fields had been benefited by late rains. Corn-planting was being rushed by the farmers and a large acreage of kaffir, cane, and other silage crops was to be put out.

Another writer in the same paper recently said that "with its great corn-crop, supplemented with oats and barley, North America can stand between the world and any probable wheat shortage." Corn, which has almost the food-value of wheat, is one of the most reliable of our crops. An average world-crop is under 4,000,000,000 bushels, of which this country produces 75 per cent. Comparatively little corn in former years has entered international trade, Argentina, which raises about 165,000,000 bushels and exports most of it, being the principal shipper. Corn-acreage and -production in the United States are compared by this writer in bushels as follows, with comments on other aspects of the situation:

	Area	*Yield Per Acre Bushels*	*Total Production Bushels*
1916..............	105,954,000	24.4	2,583,241,000
1915..............	106,197,000	28.2	2,904,793,000
Average, 1910–14...	105,240,000	26.0	2,732,457,000

"Corn-meal can be mixed with white flour up to 10 or 12 per cent. The people of this country once lived on corn and rye bread, with white flour as a Sunday luxury. Many in the South still eat it, and in eastern and southern Europe it is a staple bread food. There is no crop grown in this country that responds more quickly to improved methods of culture, tested seed, and fertilization. On this crop should be made one of the strongest fights for increased production. The abandoned wheat-land will be largely planted to corn, but the acreage might be still further increased and better cultivation bring the production up to 3,500,000,000 bushels, which is a feasible 'war-measure.' With this supply, the world can be assured of sufficient breadstuffs for a year. It will not all be white bread. North America is not equal to that task. Present crop prospects indicate sufficient wheat for its own people and half that Europe must import. But, notwithstanding, with large corn- and other cereal-crops, there will be nourishing bread. It may not please all palates, but it will satisfy hunger and sustain life.

"From time immemorial barley has been a human food. If need be, it can help feed the Western world without any one being the worse for it. But the great value of oats and barley is for live-stock feed to maintain draft-animals, and keep up the supply of meat and animal products. If the present milling ratio of wheat be raised from 72% to 82% there will be a corresponding reduction in by-products which now go to support the live stock. An increased production of corn, oats, barley, and some minor crops is important on that account. Export requirements are not large; in peace times the countries whose ports are now open would be satisfied with 200,000,000 bushels of oats and 150,000,000 of barley. Their own crop outlook is bad, and those figures may be raised somewhat. Argentina is the principal exporter of oats, but must be counted out this season. The United States and Canada together produce the two cereals, in bushels, as follows:

	United States		*Canada*	
	Oats	*Barley*	*Oats*	*Barley*
1916.....	1,251,000,000	180,927,000	351,000,000	60,000,000
1915.....	1,549,000,000	228,000,000	523,000,000	41,000,000
Average 1910–14..	1,157,000,000	186,200,000	343,600,000	41,400,000

"Aside from the winter seeding of the South, and early spring sown in the Southwest, the season appears promising for oats and the acreage will be large. The crop produces well in nearly all parts of the United States and far beyond the corn-line into Canada. The area for barley is more limited, but in those States where it succeeds, soil conditions now are generally favorable, and as it can be sown much later than spring wheat or oats an increased production is to be expected, and is, in fact, to be counted upon.

"Perhaps sufficient transportation can not be spared to carry wheat from Australia to make up for what Europe needs after America has given its surplus. Perhaps the needs of all will be satisfied equally—we sharing with them. In that case, the American wheat-crop can not go round. But all the other cereals—corn, barley, oats, and buckwheat—promise to make up the world's loaf, if nature gives us average crops. The Department of Agriculture is even now trying to teach housewives how to make bread from wheat-flour mixed with corn; how to make corn bread, rice bread, and bread from rolled oats. Too much attention, therefore, can not be given these crops which may stand between the world and famine."

HOW GERMANY RAISED HER NEW WAR-LOAN—HER MOUNTING INTEREST CHARGES

"A long-time resident of Berlin, just returned to America," contributed to the New York *Evening Post*, a few weeks ago, a notable article on the German loan to which subscriptions closed on April 16. The writer dealt with aspects of an apparently successful subscription, as seen in the light of his own personal experience in Berlin. When he left Berlin, early in February, the prospectus of the loan had not been issued, but the loan was discust, and "nobody expected at that time that the issue would call forth any such volume of subscriptions as the 12,700,000,000 marks announced from Berlin on April 18." On the contrary, the general feeling in financial circles seemed to be that they "would fall considerably below 10,000,000,000—which would have been the smallest in two years."

The reason which the writer assigned for these prophecies was "the growing economic pressure, especially as it bore

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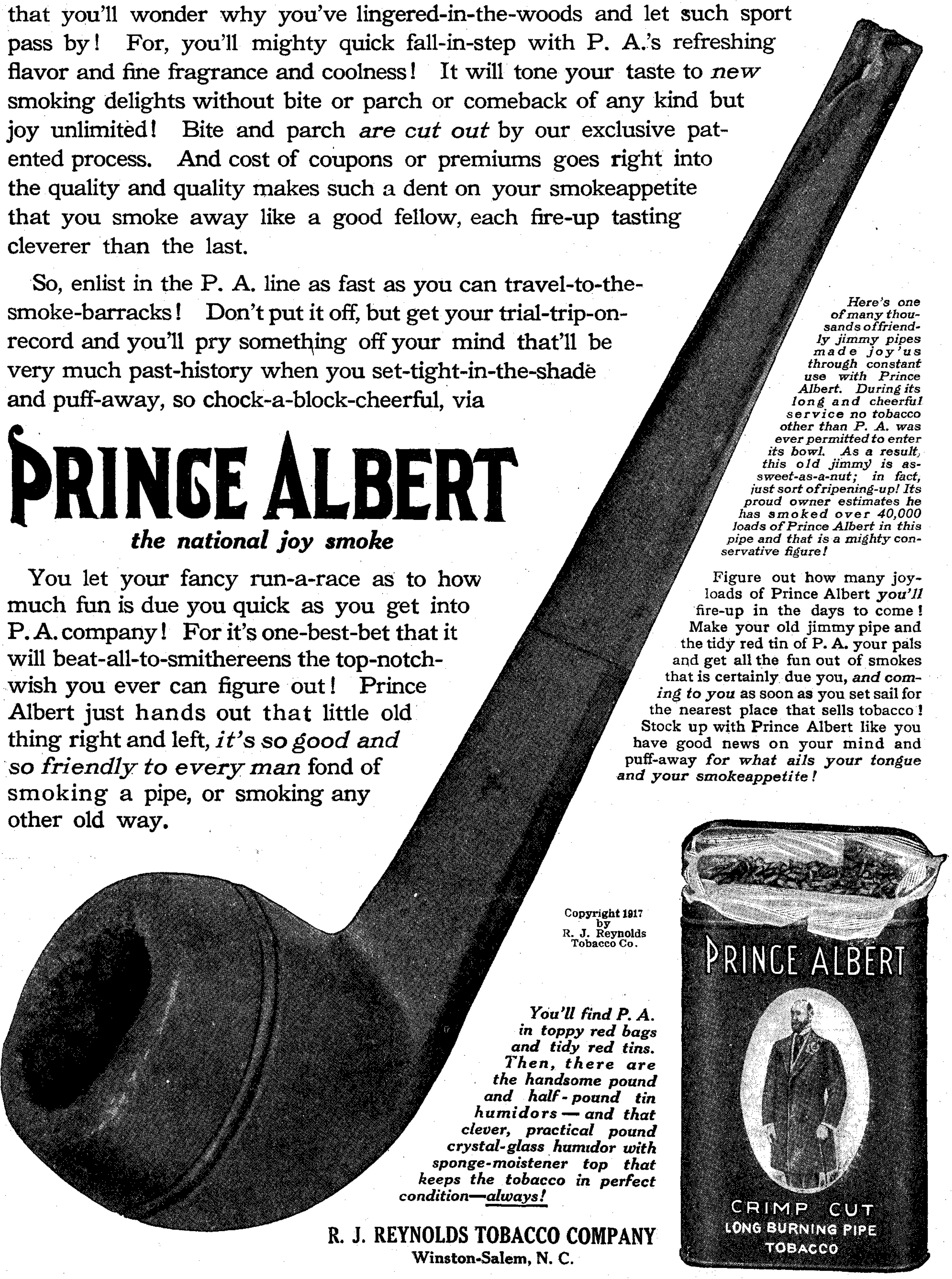

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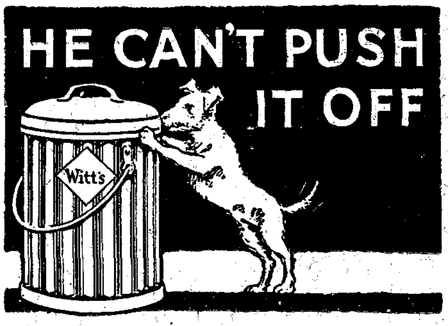
upon the lower classes of the people—lower, that is, in respect to earning capacity." Since the 1916 crops had been harvested and prices had risen sharply, "the number of persons demanding a few hundred or a few thousand marks' worth of the bonds would, it was thought, be greatly reduced." This was a conclusion which "seemed all the more warranted in view of the fact that the number of individual tenders from small subscribers had already fallen off about 30 per cent. in the loan of last October, as compared with that of March, 1916." It seemed probable, too, that "the big subscribers, altho their numbers showed a marked increase in the October operation, would hardly be able to come forward with still more liberal tenders." Yet this had evidently been the case, inasmuch as no further increase could have been obtained from petty capitalists.

The writer inclined to think the result should be accepted "as showing that the flush period in manufacturing profits had not only continued, but that these profits had actually been further enlarged." He also thought it would be interesting to get reports from German newspapers (if any were permitted to come through) and read in detail "just how this loan showed up in this respect," and that it would be equally interesting "to learn how much of the subscriptions had been financed by the loan-banks." The writer then called attention to the further increase of national indebtedness on the part of Germany, caused by this $3,100,000,000 loan, as indicating "in the gravest form the snowball process by which the Empire's prospective financial burden after the restoration of peace is swelling in weight and volume." On this point, he said:

> "The Germans have been accustomed to take a certain comfort to themselves from the fact that Germany's position would at least be no worse than that of England and France—especially the latter, which went into the war with a far bigger national debt than Germany. But this latest loan will bring the German funded war-debt alone up to almost 60,000,000,000 marks, which means an annual interest charge of 3,000,000,000 marks. This amount, curiously enough, corresponds exactly with Dr. Karl Helfferich's estimate of the maximum total investments of Germans in home and foreign securities for any one year before the war. But these 60,000,000,000 marks, according to a recent estimate of the trustworthy *Frankfurter Zeitung*, had already been spent by the end of last January. Hence the present loan, big as it is, only suffices to fund the floating indebtedness outstanding at that date. All that the war has cost since then—a sum that may be safely placed at more than 7,000,000,000 marks—will have to be taken up out of the proceeds of some future loan.
>
> "And the snowball will continue to roll. By the end of this year the war-debt must amount, by a simple calculation, to quite 85,000,000,000, with an annual interest cost of 4,250,000,000 marks. To get the full significance of this huge sum for the German mind, the reader should recall the so-called *Wehrsteuer*, or special military tax, levied by the Reichstag shortly before the war. Altho that tax amounted to only 1,000,000,000 marks, the Government's financiers thought it necessary to spread its collection over three years. They thought that they were placing an extremely heavy burden upon the taxpayers then; but now the annual burden already visible, if interest on the loans is to be met by taxes, has been increased almost thirteenfold, as compared



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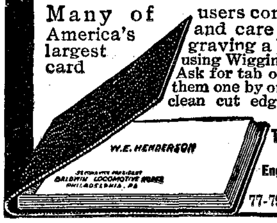


with that earlier tax, and the end is not yet in sight.

"The impoverishment of the German people is clearly foreshadowed by these figures. The total sum of deprivations, of struggles, of hard labor, and long hours of anxious toil to be endured by German fathers and mothers for generations to come, in their efforts to feed, clothe, and educate their children, and still to pay interest and maturing principal on the debt—all this is appalling to contemplate. But will the interest and principal be paid?

"That is an interesting question. In my judgment, the question will not even come up for discussion. Germany is bound to keep faith with her own people, and for one very good reason. These German loans are in the hands of very small subscribers to an extent that has never been known in the whole history of finance. All classes of the people came forward in unparalleled numbers to subscribe for the bonds. Several million individual subscribers took such small sums as $200 or $300 in each loan. Now where this state of things exists it is not possible to raise a cry against the 'bloated bondholders.' The millions of servant-girls, peasants, city clerks, day-laborers, who put a few hundred marks into the war-bonds will smother such a cry. We may depend upon it, there will be no 'repudiation.'

"But the immense annual-interest payment will not be all. Even if we assume that pensions to crippled and invalid soldiers, to orphans and widows, will be kept within the most rigid limits of economy as understood by the Germans, they must evidently reach a total of much more than 500,000,000 marks. And what about the amortization of this staggering war-debt? Even if we assume that as much as 500,000,000 marks can be set aside annually for its extinguishment, it would require 170 years to pay it off entirely. How hard this would be for the German people may be judged from the fact that during the decades before the war, when the national debt was steadily growing as the result of military expenditures, practically nothing was done for reducing it."

Nailed.—"Did you see that?" yelled the excited man in the Panama hat. "That robber of an umpire calls Gilligan out at third, and Rafferty never came within a foot of touchin' him."

"It looked that way to me, too," admitted the man beside him. "Still, I dare say, the umpire could see the play better from where he was than we could from up here."

"Ah, go on home!" retorted the other, savagely. "You ain't got no business goin' to a ball-game. You're one of these blamed pacifists, that's what you are!"—*Philadelphia Public Ledger.*

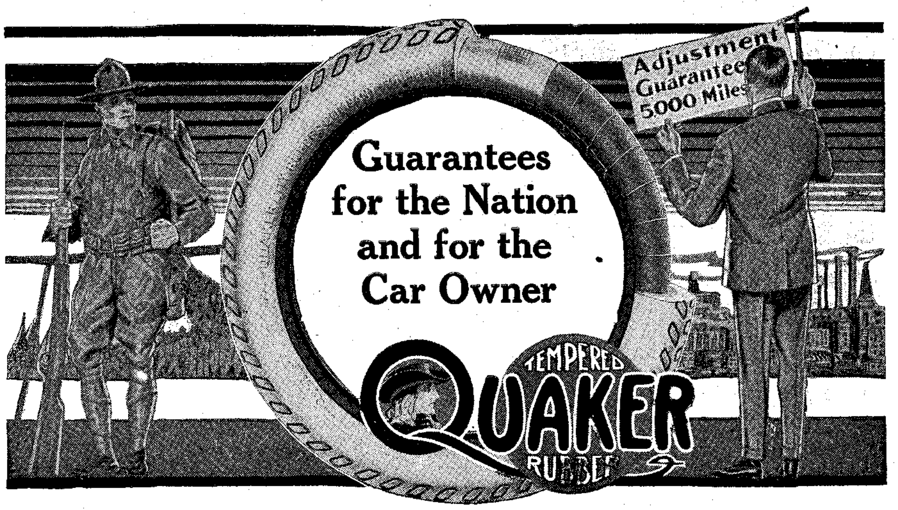
Convenient Delivery. — CUSTOMER — "Send up twenty-five cents' worth of boiled ham."

BUTCHER—"All right, sir. Anything else?"

CUSTOMER—"Yes. If my wife isn't at home, tell the boy to put it through the keyhole!"—*Life.*

Pardonable Curiosity.—RECTOR (after exposition of Sunday-school lesson to infant class)—"Now, would any little boy or girl like to ask me a question?"

A TERRIBLE INFANT—"Have you got on trousers under that nightgown?"—*The Lamb.*


Adjustment Guarantee 5000 Miles
Guarantees for the Nation and for the Car Owner
TEMPERED QUAKER RUBBER

JUST as the rifle in the hands of the boy in khaki stands as a "guarantee" of the rights of the nation, so the certificate on the Quaker Tire stands as a guarantee of the rights of the tire buyer. And just as the soldier is backed by every resource of the nation, so is each Quaker Tire backed by every resource of this $5,000,000 concern.

Though the guarantee on Quaker Tires is 1500 miles more than that on the tires you likely use, yet we give you something even better than a guarantee, for in Quaker Tires you get "the finest tires made."

The adjustment on a 5000-mile basis is simply a guarantee of full value for the money you pay. The experience of users, everywhere, shows that Quakers give 7000, 9000, 11,000 or more miles service—big excess of mileage free.

The local dealer will sell you all the Quaker Tires you want but he would prefer to sell you just *one.* Put the trial tire on your car and you, like thousands of other car owners, will go back for *three* more Quakers.

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I'll Save You ½ of It

Let me put a White Frost Refrigerator in your home on 30 days' trial. **I'll pay the freight.** Write and get my catalog. I sell the only round, white enameled refrigerator on earth. Made of zinc coated steel, soldered air-tight. Lasts a lifetime. Insulated with granulated cork. Noiseless doors and covers. Revolving shelves—nickel trimmings. Move-easy casters. Improved crystal glass water cooler with removable top. Write for catalog and factory-to-you prices. Cash or easy payments. Yours truly, H. L. Smith, Pres.

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FOR THE MAN WHO CARES

The Florsheim SHOE

A Florsheim Skeleton Lined low shoe will increase your Summer's pleasures through cool comfort, "Hugtite" ankle-fitting and distinguished style. Every Florsheim low shoe is Skeleton Lined.

$7 to $10

The Florsheim dealer is ready to show the season's assortment of styles. His name and booklet on request.

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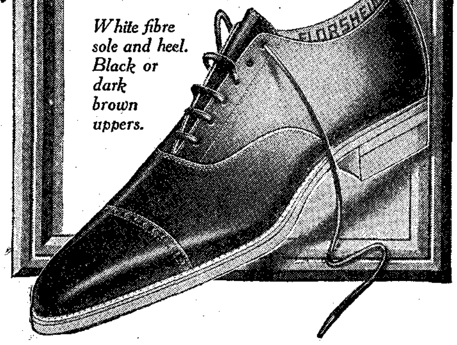
Chicago, U. S. A.

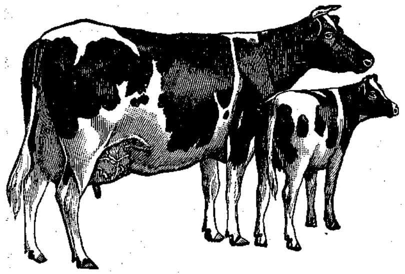


White fibre sole and heel. Black or dark brown uppers.

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates.

Give Bottle Babies Holstein Cows' Milk

The really unfortunate feature of the inability of a mother to nurse her baby is the very common error of using, as a substitute for mother's milk, a modification of ordinary milk which is rich in fat, but which, in the delicate infant stomach, forms large, heavy curds which mass together and resist gastric action. **Start your baby right by feeding Holstein cows' milk.** It is the nearest to human milk in structure. Its fat content is divided into minute particles less than half the size of those in ordinary milk. They form, in the stomach, soft, flaky curds, easily digested, and the baby thrives, makes rapid progress and establishes a strong constitution. Ask your milkman for Holstein cows' milk. If he fails to provide it, send us his name and we will try to aid you. Send for our free booklet, "The Story of Holstein Milk."



Holstein-Friesian Association of America
F. L. HOUGHTON, Sec'y
28-L American Building, Brattleboro, Vermont

SPICE OF LIFE

Easy Work.—"What is meant by below par?"

"Working for dad, I guess."—*Lampoon.*

Others Have, Too.—"Many's de speech I has listened to," said Uncle Eben, "dat left me wonderin' whether I was gettin' infohmation or entertainment."—*Washington Star.*

Patriots.—FIRST SUBWAY DIRECTOR—"We may have to provide more seats."

SECOND SUBWAY DIRECTOR—"Nonsense! Simply have 'The Star-Spangled Banner' played on all cars."—*Life.*

A Loyal Traitor

The German nation now to aid
  Will cause disapprobation;
Still we intend with hoe and spade
  To assist the germination.
—*Boston Transcript.*

Or Into Wall Street.—"What's an optimist?"

"An optimist is a person who'll go into a restaurant without a cent in his pocket and figure on paying for the meal with the pearl he hopes to find in the oyster."—*Illinois Siren.*

Works Two Ways.—"A fine rush for the first day," said the wife of the tailor who had just opened in Plunkville. "That must mean that the old tailor isn't giving general satisfaction."

"I dunno," responded her husband. "It may mean that he isn't giving general credit."—*Kansas City Journal.*

Fifty-fifty.—Passing a hand over his forehead, the worried drill-sergeant paused for breath as he surveyed the knock-kneed recruit. Then he pointed a scornful finger. "No," he declared, "you're hopeless. You'll never make a soldier. Look at you now. The top 'alf of your legs is standin' to attention, an' the bottom 'alf is standin' at ease!"—*Tit-Bits.*

A Boomerang.—"That's a good one on Jokeleigh."

"What's happened?"

"He had an insurance policy on the contents of his cellar and he thought it funny to put in a claim when he had burned all his coal."

"What did the company say to that?"

"Had him arrested for arson."—*Boston Transcript.*

His Other Copper.—A dog was in the habit of going daily to a baker's shop. His master would give him a penny, which he would drop out of his mouth on to the counter, receiving in exchange a penny bun.

One day his master said to the baker, "I should like to know how much my dog really does know. Try him with a half-penny bun to-morrow."

When, the next day, the dog dropt his penny, and only a halfpenny bun was given to him, he sniffed at it, turned it over and over with his paw, then in a dignified manner walked out of the shop, leaving the bun.

In ten minutes he returned, accompanied by a policeman.—*Tit-Bits.*

CHARLES M. SCHWAB

Sweeping On To Better Salesmanship

President Wilson, addressing the first World's Salesmanship Congress a year ago, said:—

"With the thought that you are Americans who carry liberty and justice and the principles of humanity wherever you go, go out and sell goods that will make the world more comfortable and more happy, and convert everyone to the principles of America."

That is the inspiration—the high ideal—of the second World's Salesmanship Congress, to be held June 10-14 at Detroit, and opened by Charles M. Schwab, one of the world's master salesmen,

To foster Better Business, through Better Salesmanship.

Forty-five clubs—15,000 individual salesmen—are now permanently enlisted under that banner.

They have the guidance of the really big men of American industry.

They are thinking of, and working for, Better Business now as never before.

The second congress will be a big, concrete exposition of sales methods and improvements in them. It will be intensely practical, immensely valuable.

Come to Detroit.

Send the coupon now, that accommodations may be arranged for you.

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I will attend the Congress.

Name ....

Address ....

....

And Remove Everything.—" The doctor says he'll remove my appendix for fifteen hundred dollars."

" Oh, George, I'd much rather have a touring-car."—*Life.*

The Gentle Critic.—" You have read my new story? "

" Yes."

" What do you think of it? "

" To be perfectly candid with you, I think the covers are too far apart."—*Puck.*

Lowbrow.—" John," said Mrs. Crosslots, " the cook says she's going to leave."

" What's the trouble? "

" She says she's used to working for cultivated people and she can't stand our line of phonograph records."—*Washington Star.*

Well Whitewashed.—" I don't object to your marrying that young representative, Emily, but I'm afraid he doesn't stand very high in the political world."

" Oh, yes, he does, mother. He's already been investigated by five committees."—*Froth.*

Britain Lost in Suds.—Rupert—" What did you do with the cuffs I left on the table last night? "

Roland—" They were so soiled I sent them to the laundry."

Rupert—" Ye gods, the entire history of England was on them."—*Widow.*

How About Slippers?—Mrs. Hive—" Why are children so much worse than they used to be? "

Mrs. Bee—" I attribute it to improved ideas in building."

Mrs. Hive—" How so? "

Mrs. Bee—" Shingles are scarce, and you can't spank a boy with a tin roof."—*Awgwan.*

He Knew.—" Any rags? Any old iron? " chanted the dealer, as he knocked at the suburban villa. The man of the house himself opened the door.

" No, go away," he snapt, irritably. " There's nothing for you. My wife is away."

The itinerant merchant hesitated a moment, and then inquired: " Any old bottles? "—*Tit-Bits.*

Suspicious.—" What's the matter, old man? You look worried."

" Well, to be honest with you, I am. You know, I took out some life insurance last Thursday."

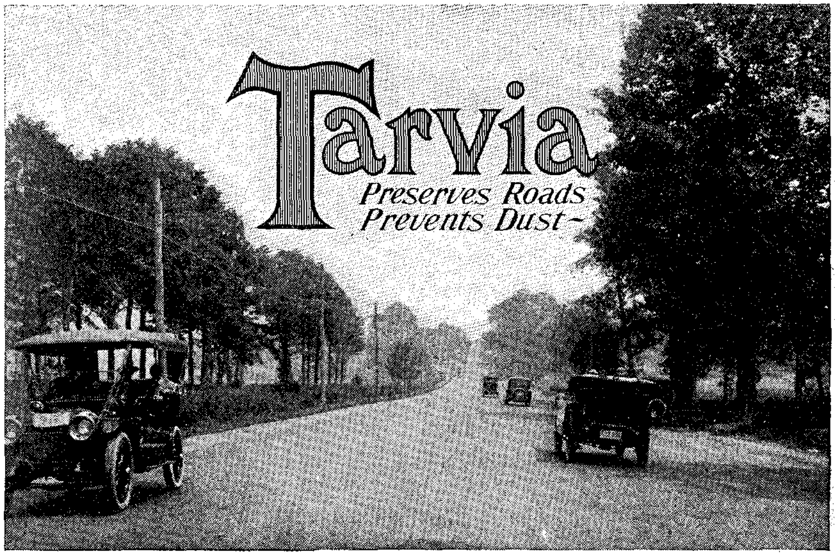
" Yes," replied the sympathetic friend, " but what has that to do with the woebegone expression on your face? "

" Well, the very next day after I had it written my wife bought a new cook-book. Possibly it's all right, but it certainly looks suspicious."—*Kansas City Star.*

Worth the Risk.—For three successive nights the new and proud father had walked the floor with the baby. On the fourth night he became desperate, and on arriving home from the office unwrapt a bottle of soothing sirup.

" Oh, James," exclaimed his wife, when she saw the label, " what did you buy that for? Don't you know it is very dangerous to give a child anything like that? "

" Don't worry," was the husband's tired reply; " I'm going to take it myself ! "—*Tit-Bits.*



Eastern Parkway, Borough of Bronx, New York City. Treated with "Tarvia-B" in 1916.

Going Fast—But No Dust

ALL day long the automobiles go whirling through this street and there is no dust—the air is clear and clean, the foliage stays fresh.

This means that the road is rightly constructed ; that it is strong enough to withstand the traffic on its surface.

For clouds of dust following an automobile mean that the road is "*wasting away.*"

So also is the taxpayers' money that paid for the road originally and will soon have to pay for its reconstruction.

Dusty roads are absolutely unnecessary. The photograph above illustrates that.

Build and maintain your roads with Tarvia and instead of being *weaker* they will be *stronger* than the traffic which passes over them.

Tarvia is a coal-tar preparation which reinforces the road-surface and makes it waterproof, dustless and mudless.

Strange to say, it does not add to the cost to make a road dustless and durable with Tarvia, because the use of the Tarvia reduces the annual up-keep expense to such an extent that it *more than pays for the cost of the treatment.*

Many cities and towns have adopted the use of Tarvia on a large scale simply to reduce their annual road bills.

If you are interested in the road proposition, write us and we will send you a booklet showing towns all over the country that have used Tarvia successfully and economically.

Special Service Department

In order to bring the facts before taxpayers as well as road authorities, The Barrett Company has organized a Special Service Department, which keeps up to the minute on all road problems.

If you will write to nearest office regarding road conditions or problems in your vicinity, the matter will have the prompt attention of experienced engineers. This service is free for the asking.

If you want *better roads* and *lower taxes*, this department can greatly assist you.

The Barrett Company

New York Chicago Philadelphia Boston St. Louis
Cleveland Cincinnati Pittsburgh Detroit Birmingham
Kansas City Minneapolis Nashville Salt Lake City Seattle Peoria
The Paterson Mfg. Co., Limited: Montreal Toronto
Winnipeg Vancouver St. John, N. B. Halifax, N. S. Sydney, N. S.

VACATION - TRIPS - IN - AMERICA

SOMEWHERE IN VACATION-LAND.

AMERICANS who go to Europe this summer are not going for pleasure. As for the last two years, our search for rest, recreation, and health must again lead us westward rather than eastward—to the Great Lakes, the Rockies, the Pacific coast, Alaska, and the lands across the Pacific. The larger number of us who can make only the briefer trips will seek the seashore, lake, and mountain resorts accessible by land and water to our great centers of population. The railroads are putting on their extra summer trains; coast, lake, and river steamboat lines are operating on summer schedules. An enormous travel business, particularly short-haul traffic, is expected this summer despite the war. Tho we are at war, our domestic peace does not seem likely to be disturbed. Perhaps the only sign of conflict to be seen by travelers will be the armed guards at important railroad bridges. A few changes in train schedules may be effected, and Government needs will take precedence of private requirements, but this is likely to be so arranged as to have an almost negligible effect upon tourist and resort travel. In a timely editorial on this subject, the Boston *Christian Science Monitor* has a few words to say which are worth quoting here:

> "There will probably be quite as much travel as usual. Traveling will, no doubt, be as safe and as comfortable as usual. Nothing should, and it is within bounds to say that nothing will, interfere with the movements of the people, or with the legitimate recreation and enjoyment of the people, in the east or west, north or south, on the coasts, or in the interior.
>
> "There is not, and there should not at any time be, ground for timidity in visiting the seashore. There is not the least probability of a German invasion of the United States. No matter what the alarmists may say, the landing of a German force on the shores of this country is not rationally thinkable. Nor is there any likelihood that the coasts or cities of the United States will be bombarded. The war is not going to be fought in the waters or on the land embraced within the boundaries of the United States.
>
> "It will be an excellent thing if every citizen performs his duties, attends to his business, goes about his affairs, takes his vacation, and pursues his inclination in full confidence, and in the consciousness of a right to virtually the same freedom of action to which he is entitled in time of peace. If he is needed by the country he will be called. Meanwhile, he can serve best by doing his part, and letting the Government manage the war. Public safety in the United States is secure."

The fighting in Europe made "Seeing America First" mandatory. And travelers, whether they saw it first or last, made the discovery of the beauty and the grandeur of Scenic America. There are a few sights on American soil unsurpassed in the world, familiarity with which can not but add to our patriotic pride in our own land. Foremost among these are the Grand Cañon of the Colorado in Arizona, the Crater of Kilauea in Hawaii, and Mount Rainier in Washington. Then there are extended scenic regions, several of which are embraced in National Parks or Forest Reserves. The Federal Department of the Interior has issued a National Parks portfolio, describing each park, with illustrations and a valuable map showing railroad routes connecting the parks with each other and the chief centers of population. The Canadian Rockies across the border, the Yosemite Valley, Yellowstone Park, Glacier National Park in Montana, the Rockies of Colorado, the Painted Desert of Arizona, the mountain groups of New England, New York, and the southern Appalachians, may all be enjoyed or studied for an indefinite length of time. There are picturesque journeys which are a delight to the appreciative traveler who can not pause long in any one spot. First among these is the voyage to Alaska; then there are such journeys by water as that through the Great Lakes, through the St. Lawrence to the sea, or up the Saguenay, through Puget Sound, and through a dozen rivers. One may follow the mighty Columbia by rail or motor-car; a railroad follows the Arkansas as it rushes through the Royal Gorge which it has carved out of the heart of the Rockies; others parallel the more peaceful Mississippi, Missouri, Ohio, and Potomac. Those who would see America may travel in comfort by steamer, railroad, or motor-car. They may take their choice of mountains and glaciers and cañons, gentle beaches and rocky shores, forests and deserts, rivers and lakes great and small. Not a State but has its natural charms. The smallest of all, and the most thickly settled, surprizes the casual traveler with great stretches of farmland and miles of almost deserted rocky coast.

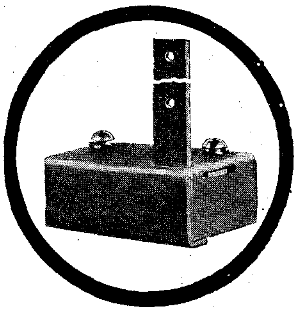
Then there are the cities. Even in summer they are visited by thousands both for themselves and for their suburban attractions. American cities deserve the attention that has recently been paid to them in the magazines. Hotels are growing more luxurious and more plentiful, tho they are losing their individuality in the development of a standardized type of American city hostelry. A week or a fortnight could most pleasantly and profitably be spent by making a headquarters at a centrally located hotel in any one of a dozen Northern cities, and visiting places within two hours by train, boat, trolley, or motor-car.

ACROSS THE PACIFIC—JAPAN

The most extended pleasure trip which Americans can now make safely and comfortably is that to the Orient. The Pacific is the only ocean left for those who wish to take a sea voyage for the sake of the voyage itself. By using the shortest route it takes ten days to cross this ocean, while the longer southern route is a seventeen-day trip. In general, the northern route is preferred in summer as being cooler, while winter tourists would naturally find the southern more comfortable. However, at any season of the year travelers

LOXIT

COMBINED IGNITION AND HOOD LOCK



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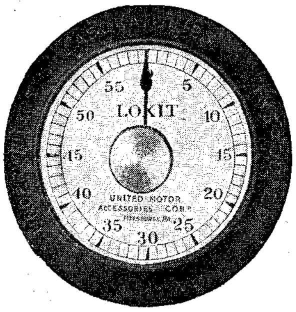

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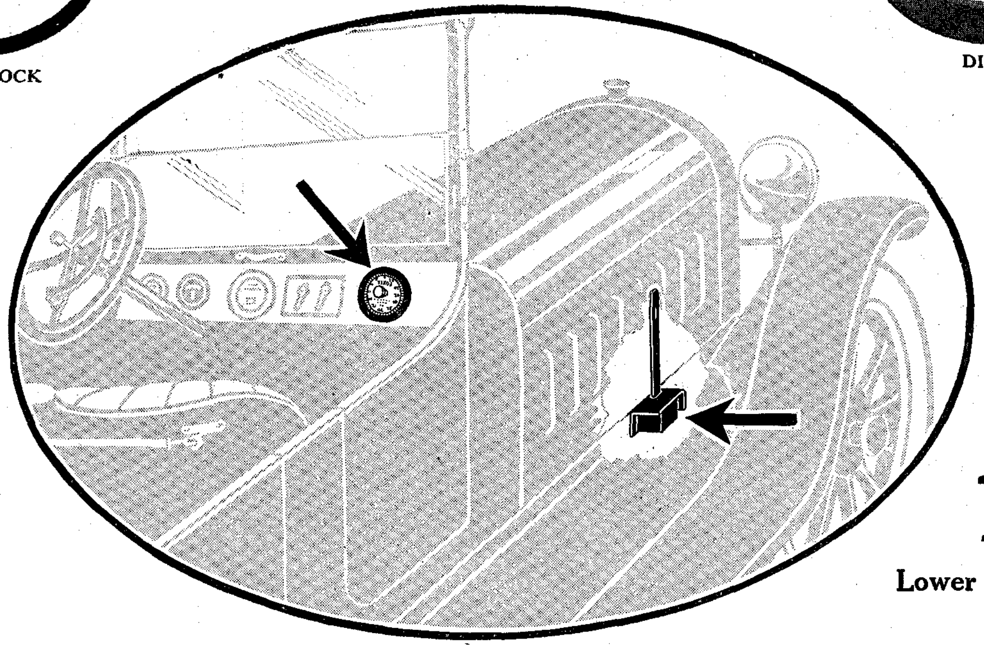

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Makes Any Car Thief-Proof

No item of automobile equipment ever received such enthusiastic and wide-spread approval as has been accorded **Loxit,** the new Ignition and Hood Lock.

In all parts of the country **Loxit** has been received with open arms and is regarded as the most important development since the self-starter.

Loxit ushers in a new era—an era of freedom and of safety never before enjoyed by car owners.

It eliminates the possibility of theft and thus removes the greatest evil with which car owners and the police everywhere have had to contend.

Did you know that over 130,000 cars were stolen last year and that a large percentage of these were never traced or returned to their owners?

Many of the cars stolen were equipped with makeshift locks—devices that locked certain parts but that offered only momentary hindrance to clever thieves.

Your car may have escaped the attention of thieves thus far. It is possible now to secure immunity for all time to come.

You have only to equip your car with **Loxit.**

Loxit locks the car as effectively as if you were to remove the engine. It controls the Ignition and locks the Hood on both sides; shuts off the power and seals up the vitals of the car so that no one can possibly re-establish the connection and start things going.

All this is accomplished at one simple operation.

A handsome little dial on the instrument board is all that you see of **Loxit.** It may be attached to any car and does not in any way mar the appearance. **Loxit** is operated by a combination—like the lock on your office safe. There is nothing about it to get out of order; no key to lose or forget; no chance for a thief to pick or destroy the combination.

Every **Loxit** has its own combination. You who know the figures can operate *your* combination in a moment, day or night. Those who do not know *your* combination cannot possibly operate it at any time.

Loxit has been approved and endorsed by the Underwriters' Laboratories. This endorsement carries with it a 15% reduction in insurance rate for all cars **Loxit** equipped, and means economy as well as protection.

Loxit has also been endorsed and is recommended by police officials of every city in which it has been demonstrated.

For sale by automobile and accessory dealers. Price, $10, for any car. Fully guaranteed and sold with a 30-day return privilege.

If your dealer can't supply you, send us the coupon with your check for $10. If after a 30-day trial you are not satisfied with Loxit, send it back and we will refund your full deposit.

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United Motor Accessories Corp.
Pittsburgh, Pa. D

Enclosed find $10 in full payment for one Loxit Motor Lock (delivery charges prepaid anywhere in the U. S.) with the understanding that you guarantee it to work satisfactorily and will refund my full deposit if I return the lock to you within 30 days.

Name ....

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Because it is the acknowledged *banquet water*—the home favorite—and most popular in the clubs—try it yourself.

15 grains of Lithia Salts
to the gallon.
Sold everywhere in splits,
pints and quarts only.

Don't accept ordinary waters.

Insist on genuine CLYSMIC THE KING OF TABLE WATERS
Bottled at
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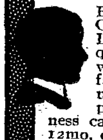
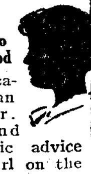
BOOKS ON MARRIAGE
Which Everyone Should Read





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Compo-Board is actually in a class by itself. It is the *only* wall-board made with a center core of kiln-dried wood slats.

That's what makes the difference—in strength, in durability, in its moisture proofness, in its ability to keep out cold in winter and heat in summer.

That's why it doesn't warp, shrink or buckle, even if papered; that's why it saws with smooth edges so you don't have to panel Compo-Board walls to cover unsightly cracks. Use any decorative method or scheme—simple or elaborate.

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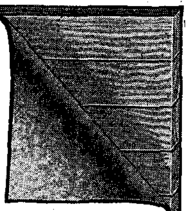

are advised to go by one route and return by the other, tickets being interchangeable. The best service on the northern route is that given by the Canadian Pacific from Vancouver and Victoria, B. C. There are also Japanese lines plying from Seattle and Tacoma which make the passage in about fourteen days, at a very reasonable rate. Tourists from the eastern United States may connect with the Canadian Pacific ships at Vancouver by the Canadian Pacific from Montreal; by the same company's Great Lake steamers connecting with the railroad-lines north of Lake Superior, or by the Minneapolis, St. Paul & Sault Ste. Marie from Chicago or the Twin Cities. Those crossing the continent by United States railroad-lines may connect at Seattle by boat or rail for Vancouver or Victoria. The *Empress of Asia* and *Empress of Russia*, now that so many Atlantic liners have been sunk or withdrawn from service, are undoubtedly among the finest passenger-vessels afloat. Both were refitted last year after a period of naval service in Eastern waters. The service given by these crack Canadian Pacific steamers conforms in every way to the highest traditions of the Atlantic.

The largest passenger-ships now plying between San Francisco and Japan on the southern route are those of the Japanese Toyo Kisen Kaisha, the *Shinyo Maru* and *Tenyo Maru* being the pride of this fleet. The reorganized Pacific Mail Steamship Company now maintains a regular service from San Francisco under the American flag. The monotony of seventeen days at sea is broken by the stop at Honolulu. The schedules of both Japanese and American lines are so arranged as to allow passengers a day in the Hawaiian city. The boredom which might otherwise accompany such a long voyage is also avoided by the active life which passengers on these boats find themselves living after the first day or so at sea. The ships on both lines, especially the larger Japanese ships with their wide decks, become floating country clubs. First of all there is the swimming-tank, slung up over the forward deck. Then there are the deck-sports. On every voyage some enterprising American, with the aid of the ship's officers and crew, plans an elaborate series of outdoor games. Every one takes part in deck-golf, deck-tennis, and baseball, as well as the various informal contests which furnish amusement for onlookers as well as participants. At night the sports-deck is used for dances and entertainments. Passengers on the Japanese line are delighted by exhibitions of wrestling or theatricals given by the crew.

In view of all that is being written of Japan these days, it is hardly necessary to tell our readers why one should go there or what there is to see leaving the ship at Yokohama. Japan's charms are many and her moods are varied. So much can be seen in a short space of time that even a brief visit is much better than none at all. Indeed, an eight or ten weeks' trip from New York or Chicago to Japan and return, crossing the continent and the Pacific by a new route on the return trip, will furnish as restful and interesting a two months' vacation as can now be had. A magazine writer who spent a few weeks in Japan last spring thus briefly described his impressions in *Collier's Weekly:*

"If you have been in Japan, then—

'you remember the blue stream,
The bridge of pale bamboo,
The path that seemed a twisted dream
Where everything came true.'

> "You remember how Fuji's symmetrical, snow-clad summit first met your eyes after the clouds had hidden it for days. You remember the templed isles of the Inland Sea, the forest-guarded shrines of Nikko and Nara, the serene beauty of Buddha at Kamakura. You remember mountain lakes and waterfalls, and the little tea-house where you looked down upon Miyanoshita and the far-stretching valley. There were the cherry blooms of spring, the chrysanthemums of autumn, the iris in the gardens, and the wistaria bowers. Then there were crowded city streets, with brightly clad children darting between the sober garments of their elders; streets where a thousand oddities were sold in open-air shops. Here you saw priests in solemn procession or a parade of geisha girls in gay kimonos. A rainy day brought the unforgettable oiled-paper umbrellas, and the wooden clogs which paddled through the mud and clattered over stone pavements. Somewhere in your memory linger faint odors of fragrant wood and burning incense. You know how the charm of the older Nippon endures beside the new civilization with its railroads and trolley-cars, its electric lights, modern hotels, and great liners in the harbors. If you have not all this in your memory, 'the flower of old Japan' still awaits your plucking beyond the Western seas."

It is going too far afield to speak of the rest of the Orient. Most of the trans-pacific steamers go on to Shanghai and Hongkong, and some to Manila, and connections are made for all Eastern ports. Chinese natural scenery has not the intimate charm of Nippon's, but her cities and temples are no less fascinating and her art no less beautiful. Every American who has the means and leisure and who enjoys travel should visit the Philippines, our most far-flung island possession. There is a thrill in landing at some far-away port and thinking "This is ours." American occupation of the Philippines has been, at least from a material standpoint, a veritable blessing for the land and its people. The rugged natural beauties of the land are now the more accessible since American engineers have built railroads and highways.

HAWAII AND ITS VOLCANO

Hawaii has been mentioned as a stop-over place on the way to the far East, but it is well worth visiting for a long sojourn. The Hawaiian group being a part of the United States, one can not use the Japanese line if intending to go no farther. This limitation, of course, does not apply to the American Pacific Mail Company, and there are also comfortable boats operated from San Francisco by the Oceanic Steamship Company and the Matson Navigation Company. The ships of the Oceanic Company go on from Honolulu to Samoa, and Sydney, Australia, whence one may sail through the fascinating South Sea Islands. There is a connection from Honolulu to the Fiji Islands, New Zealand, and Australia by the steamers of the Canadian-Australasian Line. The schedule of the Matson line steamers, all of them new and comfortable, is so arranged that one can spend about a week in the Islands, sailing to Hilo and visiting the volcano and returning to Honolulu, and thence home again on the same boat. While the Hawaiian Islands are in the tropics, they should be visited in summer; the winter rains are over, the flowers and heavy tropic foliage are at their best, and the trade-winds blowing in from the sea temper the heat. The most famous spot at Honolulu is Waikiki Beach, with its surf-riding, outrigger canoes, expert swimmers, and characteristic Hawaiian music and dancing. All the islands are rocky and have much interesting mountain scenery, accessible by motor-road or footpath. Besides trips made by the larger boats, there is an Inter-Island Steam Navigation Company which maintains a regular service

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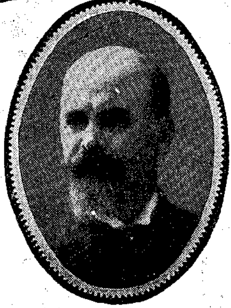
ORIGINAL PEPSIN CHEWING GUM



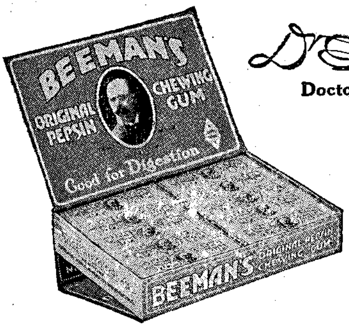
I KNEW IT WOULD RELIEVE DYSPEPSIA

I knew, as a physician, that a good chewing gum in combination with pepsin would relieve many cases of dyspepsia.

This led me to experiment and after many trials I produced in the gum that bears my name one that has given great relief to thousands of dyspeptics.

I make no claim that Beeman's Pepsin Gum always overcomes dyspepsia, but there is ample proof that many people keep it constantly at hand because they know from experience that it does give them relief.

E. E. Beeman
Doctor E. E. Beeman



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An Analysis of Texas

Richest State in the Union Has Unlimited Resources, Millions in Farm Crops and Unsurpassed Buying Power

The Empire State

—The area of Texas is 265,896 square miles.

—Population over 4,500,000.

—Assessed valuation $2,777,143,189.00 (almost tripling in 12 years).

—Texas has 14,748.71 miles of railroad.

—Agricultural area 162,317,857, of which 27,360,066 acres is under cultivation and over 1,000,000 under irrigation.

—Texas has 375 miles of coast line and the total foreign commerce from Texas ports exceeds the combined commerce of all Pacific Coast ports.

—Texas has over $100,000,000.00 invested in farm machinery and 11,960,500 head of farm animals worth $403,680,000.00.

—Texas has 1,822,120 head of horses and mules worth $79,219,902.00, 6,149,232 head of cattle worth $97,670,277, and 990,385 head of hogs worth $3,280,837.

—Texas produced 26,000,000 barrels of petroleum in 1916 and its soft coal deposits are among the richest in the world.

—Texas has 25,000,000,000 feet of standing pine and over 10,000,000,000 feet of standing hardwood.

Farm Crops 1916

Texas farm crops in 1916 reached the stupendous total of $685,000,000.00 (farm crops, not products), distributed as follows:

—In Cotton over $400,000,000.00, or one-third of the entire crop of the United States.

—In Kafirs 24,000,000 bushels valued at $26,000,000.00.

—In peaches 2,860,000 bushels.

—In barley 153,000 bushels.

—In hay 576,000 tons.

—In apples 156,000 bushels.

—In oats 42,750,000 bushels.

—In potatoes 2,000,000 bushels.

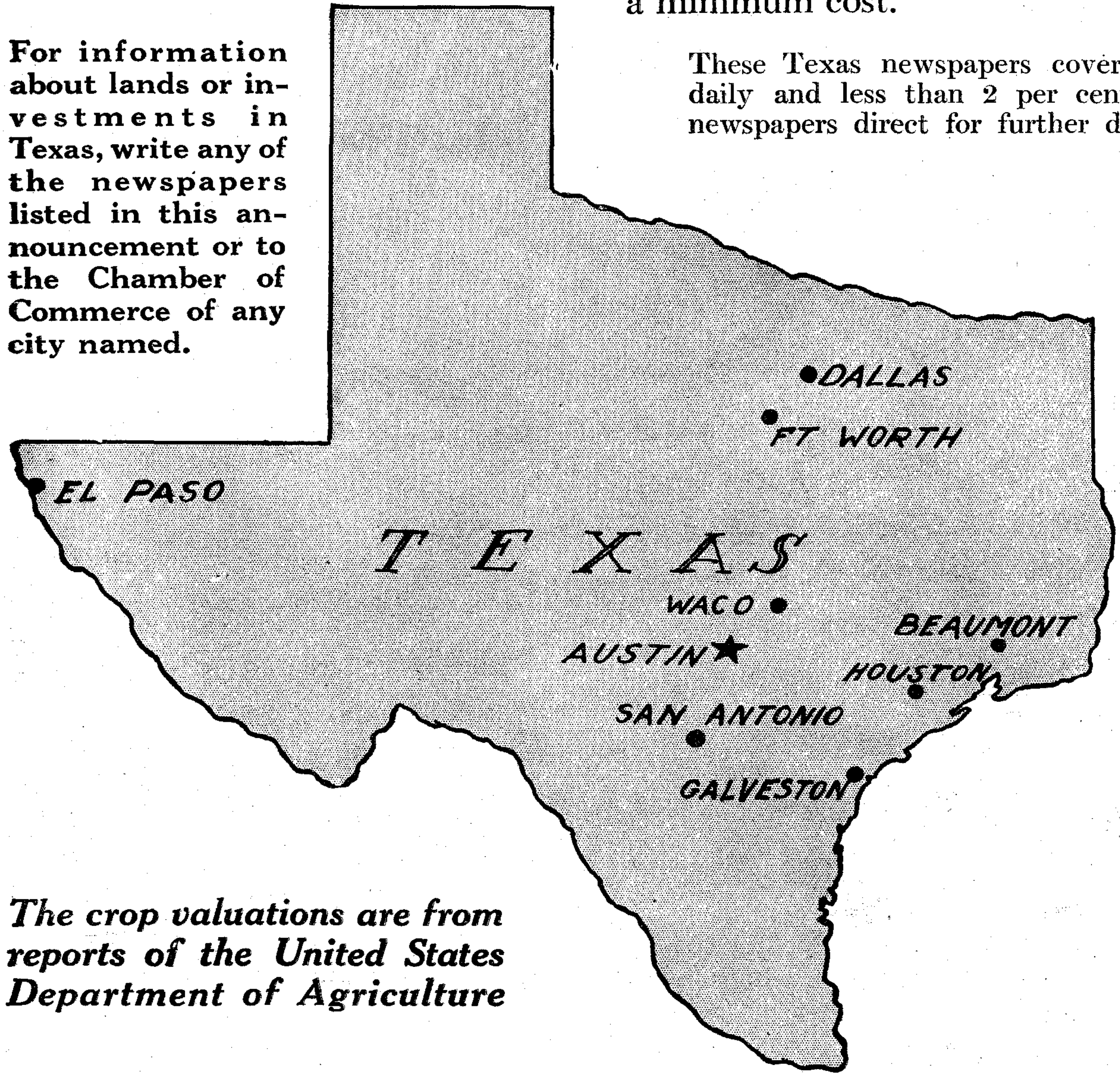
—In corn 131,100,000 bushels.

—Texas also produced over 10,250,000 pounds of wool and 4,272,285 pounds of mohair which sold at record prices.

Texas is the billion dollar, opportunity state. In 1917 hundreds of millions will be spent in farm improvements, new buildings, factories, building materials, farm implements, automobiles, hardware, seeds, fertilizers, musical instruments and luxuries. Now is the time to establish your trade mark in Texas. There's big business awaiting you. The way to spread your message through Texas to the buying masses is through the newspapers, the only media that can carry it into the homes without loss and at a minimum cost.

For information about lands or investments in Texas, write any of the newspapers listed in this announcement or to the Chamber of Commerce of any city named.

These Texas newspapers cover Texas with over 500,000 circulation daily and less than 2 per cent country duplication. Write to the newspapers direct for further data.



Austin American
Austin Statesman
Beaumont Enterprise
Beaumont Journal
Dallas Dispatch
Dallas Journal-News
Dallas Times-Herald
El Paso Times
Ft. Worth Record
Ft. Worth Star-Telegram
Galveston News
Galveston Tribune
Houston Chronicle
Houston Post
San Antonio Light
Waco News
Waco Times-Herald

The crop valuations are from reports of the United States Department of Agriculture

Prepared by Schermerhorn Adv. Co., San Antonio, Texas between the different islands. On the island of Hawaii, the largest in the group, and whose seaport, Hilo, is the second largest city in the Territory, is the great active volcano of Mauna Loa. This mountain is more than 13,000 feet high and has a crater at its summit which rejoices in the characteristic Hawaiian name of Mokuaweoweo. But the famous crater of Kilauea is situated about one-third of the way up. It is a great pit 600 feet deep, about three miles long and two miles wide; near the center of the floor of the pit there is a smaller interior crater about 1,000 feet in diameter, which is active. At intervals this fills with burning lava, which sometimes overflows and spreads over the floor of the main crater. This sea of fire may be seen at close quarters with safety, and the view at night is marvelous, as the tides of white hot lava surge across the lake, breaking into a spray of scarlet fire. This whole region is filled with interesting volcanic phenomena.

ALASKA AND THE MIDNIGHT SUN

There is one more detached portion of the United States which offers an ideal summer tour—Alaska. Regular and frequent service from Seattle, Vancouver, and Prince Rupert to Skagway and other Alaskan ports is maintained during the summer by steamers of the Alaska Steamship, Pacific Steamship, Canadian Pacific, and Grand Trunk Pacific companies. The running time from Seattle to Skagway is from four to five days. This trip is practically an inland one, the ships sailing between the outlying islands and the mainland, passing snow-crowned mountains and glaciers. The scenery is much like that along the coast of Norway on an immensely larger scale. From Skagway tourists may change to the White Pass and Yukon Railroad for the eight-hour trip through magnificent mountain scenery to White Horse on the Yukon River. The railroad company's steamboats make the trip from White Horse to Dawson, farther down the river in the Klondike country, in about forty-eight hours. From Dawson the American Yukon Navigation Company runs boats down the Yukon to Fort Yukon beyond the Arctic Circle, Tanana, Fairbanks, the mouth of the Yukon, and St. Michael. At St. Michael connection can be made with ocean steamers of the Alaska Steamship Company for Nome and Seattle. On all the river trips the journey up-stream is considerably slower than that downstream on account of the swift currents. A round trip from Seattle to Skagway, the Yukon, and Nome, returning direct by the outside route, would require about thirty-five days. This trip, if taken between June 5 and August 15, can be made at a cost of $230. The Seattle-Skagway round trip costs about $65, and requires about nine days. These trips include no stopovers or side trips, altho the regular schedules give opportunities to see the chief points of interest. At Fort Yukon the traveler may see the midnight sun. From Seattle special "midnight-sun excursions" will be made, sailing from this port about the 15th of June and reaching Fort Yukon about June 21. The interior of Alaska may be reached from Cordova, a stopping-point of the Alaska Steamship Company, *via* the Copper River and Northwestern Railroad and stage lines. It might be said incidentally that Alaska's summer climate does not require heavy winter clothing, and that the thermometer does not ordinarily drop lower than in cities like New York and Chicago, altho there is none of the sultry heat so common in those cities in the summer.

THE CANADIAN ROCKIES

As we are now allies, the boundary-line between Canada and the United States is more imaginary than ever. For transportation purposes it really does not exist except in the shape of the customs baggage examinations. Canadian authorities welcome American tourists and passports are not necessary for Americans traveling in the Dominion.

The magnificent scenery of the Canadian Rockies is now accessible by three railroads: the Canadian Pacific, Grand Trunk Pacific, and Canadian Northern. All this country is open to the mountain-climbers who can not go to Switzerland. The most northerly section of the Canadian Rockies to be reached by railroad is traversed by the Grand Trunk Pacific line from Winnipeg and Edmonton to Prince Rupert, just south of the Alaskan boundary. This road opens new trails through new playgrounds for the tourist, the alpinist, and the sportsman. It runs through two great national reserves, Jasper Park in Alberta and Mount Robson Park in British Columbia. The Athabasca River and the Maligne Lake and River run northwestward through the former, whose chief mountains are Cavell, recently renamed after the martyred English nurse, and Alberta. In the other the dominating feature is Mount Robson, the singularly beautiful and conspicuous mountain from which the park takes its name. Here are glaciers, lakes, and waterfalls, and upper courses of the westward-flowing Fraser River. The Canadian Northern from Edmonton also traverses the Jasper-Mount Robson country; it then turns southwest down the Fraser Valley to Vancouver. It thus gives the tourist an eastern entrance into the northern Rockies over its lines running into Edmonton and a western entrance from Pacific coast points *via* Vancouver.

To many the older and more familiar mountain resorts along the Canadian Pacific Railroad will continue to have the chief appeal. Banff and Lake Louise are the centers of the Rocky Mountain region reached by this road. Lake Louise is a blue gem in a setting of snow-capped mountains. Banff has one of the most complete and luxurious resort hotels in the world, and is a center for both winter and summer sports. The Canadian Rockies are reached by Eastern travelers by the Canadian Pacific's direct line from Montreal or Toronto, by its Great Lake boat connections, and from Chicago by the Minneapolis, St. Paul & Sault Ste. Marie. Visitors to the Pacific coast who wish to return by way of the Canadian Rockies, after arriving at Seattle over the Southern Pacific from California, or on any of the northern lines from the east, may go to Vancouver, the Canadian Pacific terminus, either by rail or by boat. The latter service is operated by the Canadian Pacific and the voyage up Puget Sound, if taken by day, is a delightful one, affording views of the Olympic Range to the west, and such giants as Mount Rainier and Mount Baker to the east.

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FOULING?—**Sootless** Points are protected — self-cleaning! They more than make good the name.

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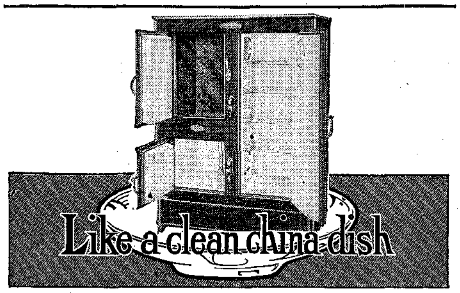

If you are looking for a refrigerator of superior quality—equipped with *all the latest improvements*—*highly sanitary*—*strongly built*—*handsome in appearance*—and at the same time *moderate in price*, investigate the Leonard Cleanable.

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with a superb one-piece porcelain enamel lining brought *clear around the door frame and around the edges of the doors*—not a crack, corner or crevice anywhere for dirt and germs! Lining made of 3 coats of finest pure white porcelain fused on steel—can't be scratched or chipped even with a knife.

Very easily cleaned. Most hygienic. Saves ice bills—ten air-proof, moisture-proof walls with Polar Felt insulation prevent entrance of heat. Automatic air-tight locks. Can be arranged for water cooler and outside icing. *Awarded highest honors at Panama Exposition* and approved by Good Housekeeping Institute and by thousands of satisfied customers.

You need a handsome new Leonard in your home. It will repay its cost in ice economy and in preserving the health of your family. 50 styles from $18.00 up—Ash, Oak or Porcelain Cases. Style shown above is No. 4403, size 32¾ x 18¾ x 42½, price $35.00, north of the Ohio and east of the Mississippi Rivers—at your dealer's or direct from factory, freight prepaid. Slightly higher at more distant points. *Money-Back Guarantee.*

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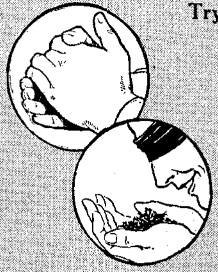

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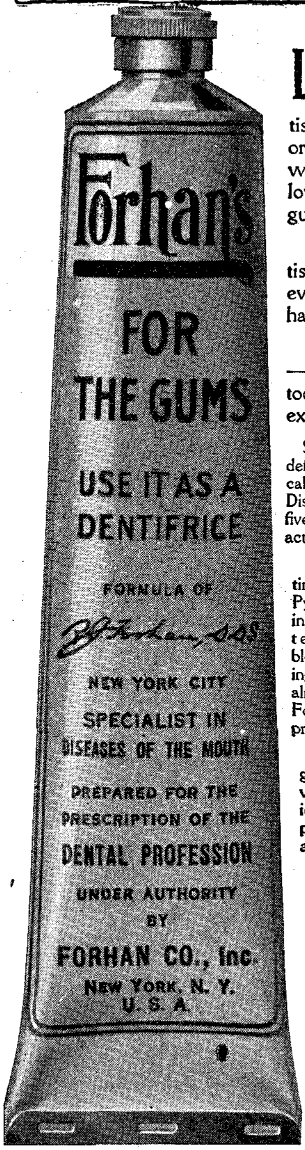

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The gums shrink—the unenameled tooth base becomes exposed.

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41 pieces in convenient carton, including: **6 Dinner Plates — 2 long platters, 2 Deep Salad Dishes, 6 Medium Side Plates, 6 Butter or Salt Dishes, 12 Sanitary Spoons or Spreaders, 1 Table-Cover 48 x 60 inches (wood fibre), 6 Large Napkins (wood fibre).**

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OUR WONDER MOUNTAIN

An American who had just landed at Yokohama once confided to a Japanese friend, whom he had known in New York, his impatient desire to behold Japan's famous mountain, the sacred Fujiyama. His friend replied: "It is indeed beautiful, but you have as lovely a Fuji of your own in the United States." He meant Mount Rainier.

This mountain is the second highest peak in the United States, and the tallest of the giants of the Cascade Range which stand guard along the Pacific from northern California to the Canadian border. It is concededly the most beautiful of all our mountains, raising its isolated and symmetrical snow-capped crest 14,408 feet above sea-level. Down its sides move a system of twenty-eight glaciers, from 50 to 500 feet thick and covering forty-eight square miles. From the camps and paths about the mountain the white crest stands out sharply against the dark of the fir-trees, while in the foreground on the lower slopes are magnificent natural gardens of wild flowers growing densely in a zone perhaps two miles wide around the mountain—daisies, anemones, columbines, larkspur, and others adding the final touch of loveliness.

The railroad-station for Mount Rainier is Ashford, the terminus of a branch line of the Chicago, Milwaukee & St. Paul, running out from Tacoma. The most direct route from the east by way of Chicago is, of course, the Chicago, Milwaukee & St. Paul. Mount Rainier is also reached from the east by the Great Northern, Northern Pacific, and Union Pacific, and from California and the south by way of Portland over the Southern Pacific and its connections.

A LAND OF GLACIERS

If Mount Rainier is a mountain of glaciers, Glacier Park is a land of glaciers. More than any other region, it may be called the Switzerland of the United States. It is in the northwestern corner of Montana, abutting the Canadian boundary. It does not contain the highest peaks in this country, but does contain many of the most picturesque and precipitous. It encloses a spot known as the Triple Divide, from which the waters flow in one direction to the Pacific, in another to Hudson Bay, in another to the Gulf of Mexico. There are some sixty glaciers feeding 250 lakes, many of the latter being of surpassing beauty. It is a fisherman's and camper's paradise. The only railroad reaching Glacier Park is the Great Northern, our northernmost trunk line, running from Duluth and St. Paul to Seattle. Glacier Park may be reached from Pacific coast points by connecting with the Great Northern at Seattle or Spokane. From Salt Lake City and Ogden, Glacier Park may be reached by taking the Union Pacific to Helena, Mont., and from St. Louis, Kansas City, and Denver to Billings, Mont., over the Chicago, Burlington & Quincy, in each case connecting with a branch of the Great Northern.

THE YELLOWSTONE

Southeast of Glacier Park across Montana, situated almost entirely in the northwestern corner of Wyoming, is Yellowstone Park, the first established, largest, and best known of our national parks. It has been a favorite resort for a quarter of a century. Its chief fame lies in the fact that it contains more geysers than all the rest of the world. There are other kindred phenomena, the gloriously colored cañon of the Yellowstone, large lakes, rivers, and waterfalls. The park contains a vast wilderness inhabited by deer, elk, bison, moose, antelope, mountain sheep, and other animals, for it has been made by the Government the greatest wild-bird and animal preserve in the world. There are five large hotels in the park, more than a dozen large public camps, and innumerable camping sites. For the first time this year, automobile stages are being used instead of the old horse-drawn stage-coaches. Like Glacier Park, it is a land to delight the fisherman. There are three entrances to the park. The Gardiner Gateway at the north is the original entrance and the nearest to a main east and west trunk-line railroad, Gardiner being at the southern end of a short branch line of the Northern Pacific. Travelers from Chicago or St. Paul to the Pacific Northwest who wish to stop over at the Yellowstone will find it convenient to take this road. The western Gateway is at Yellowstone on a branch of the Union Pacific system connecting at Pocatello with the Oregon Short Line for Portland, Washington State, and at Ogden or Granger for the Union Pacific's main line east and west. The Chicago, Burlington & Quincy runs a branch to Cody, Wyoming, whence a highway runs into the park through the less frequented eastern section. This is a convenient route to the Yellowstone from such points as St. Louis, Kansas City, and Denver.

CALIFORNIA AND THE PACIFIC COAST

So many Easterners spend summers or winters in California and Californians are so far from backward in praising their State that it is unnecessary to describe its wealth of natural beauty. First of all there is the Yosemite Valley. This valley contains the highest waterfall in the world, other cataracts nearly as wonderful, and rocky precipices rising 3,000 or 4,000 feet sheer from the valley. And the valley itself is by no means all there is of Yosemite National Park. In fact, it has been described as "a crack seven miles long in a scenic masterpiece of 1,100 square miles." There is a grove of California big trees in the park, but the tallest of these trees are found in General Grant and Sequoia parks, about one hundred miles south. Sequoia Park is close to Mount Whitney, the loftiest peak in the United States—14,501 feet high. This mountain is the culminating point of the Sierras and hereabouts the expert mountain-climber can exhaust his skill and his strength. These parks are accessible to Eastern travelers coming over the main line of the Santa Fé and are reached with equal ease by the San Joaquin branch of the Southern Pacific.

Other natural wonders to the north, such as the active volcano of Mount Lassen, Mount Shasta, and Crater Lake (a marvelous blue lake in the crater of a long extinct volcano), are reached by the Southern Pacific's Shasta route from San Francisco and Sacramento to Portland. Eastern tourists who have taken this route for its scenic features and wish to return by a northern line have their choice of the Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul. The Union Pacific offers another route eastward

FISK TUBE WEEK

June 11 to 16

HOW long has it been since you examined your tubes? The hot summer days are coming when tubes are subjected to their greatest strain.

Forestall inconvenience. Safeguard your casings, for you cannot afford to chance ruining a perfectly good casing with a worn out tube. **See to it now that your tube equipment is right and ready to meet all the conditions of summer driving—have complete Fisk equipment.**

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Fisk Tubes since first manufactured have always been pure rubber tubes. New Fisk Tubes bought NOW will give you **better tire satisfaction and lower upkeep costs** for the balance of the season.

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(Buy Fisk)

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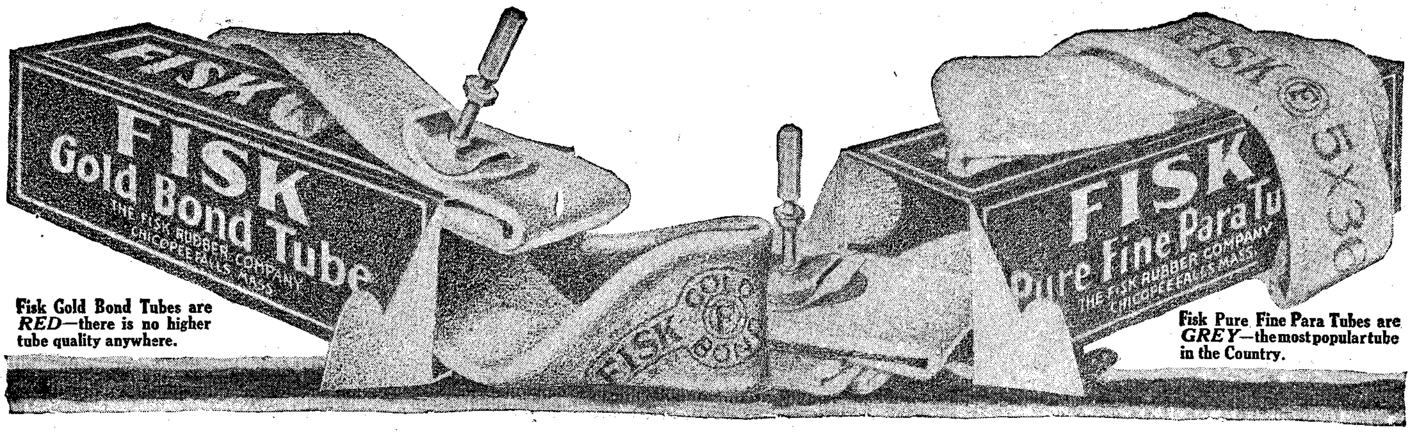
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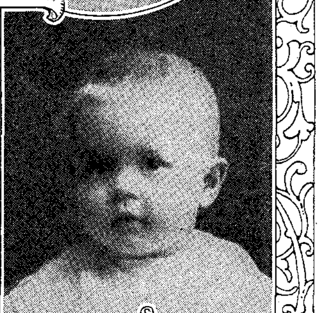

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by a delightful ride along the Columbia River and down across Idaho over the Oregon Short Line to connect with the Union Pacific main line at Granger, Wyoming. A through Chicago train from Seattle passes through the Columbia River Valley part of this trip by daylight. The Columbia River Highway, a perfect road for motorists, parallels the railroad for a considerable distance. It might be mentioned here that most of the scenic features of Washington, Oregon, and California may be reached by motor over splendid new roads. California coast resorts from Los Angeles northward may be reached by motor or by the Southern Pacific Railroad. The Santa Fé runs from Los Angeles southward to San Diego. There is a group of big trees at Santa Cruz. The rocks and cypresses of the Monterey coast have made that old city an artists' colony, and the Del Monte Hotel is one of the finest in the State. From San Diego northward are a succession of beaches and seashore cities whose names are household words. California's cities are centers of attractive and picturesque country accessible by motor-roads and electric railways. The long distances between such Pacific coast points as San Diego, Los Angeles, San Francisco, Portland, and Seattle may be comfortably and conveniently covered by boat. The chief lines are the Pacific Steamship Company (Admiral Line), the Great Northern Pacific Steamship Company, and the San Francisco and Portland Steamship Company.

THE GRAND CAÑON

The Grand Cañon of the Colorado River in northern Arizona has been called "the most sublime of all earthly spectacles." As ex-President Roosevelt has said, "it is beyond comparison—beyond description; absolutely unparalleled throughout the wide world." In vastness, in mystery, in sculpturing, in richness of coloring, as a geological record, it stands alone. No painter has ever succeeded in reproducing its coloring, tho, at least, one has made it a life-study. No one knows what the Grand Cañon is till he sees it; then he finds that he can never understand it. A glimpse of the Cañon may be had in a day. Several days will give a chance to descend afoot or donkey-back one or more of the safe tho exciting zigzag trails to the river's edge. But the Cañon will well reward as long a stay as one can make. It is about three hundred miles long in all, and varies greatly in width. Opposite the Hotel El Tovar it is about ten miles wide. The Colorado River is here nearly a mile below the level of the rim, and seven miles distant by trail. Besides the luxurious hotel there are less expensive cottages. The Grand Cañon is reached only by the Santa Fé Railroad. All transcontinental trains connect at Williams for the Cañon and stop-overs are allowed on all tickets.

COLORADO—THE MOUNTAIN PLAYGROUND

Colorado has been called "a vast playground for all America," and the State is beginning to learn, like Switzerland, to capitalize its scenic resources. It invites the nation to find rest and recreation beside its snow-crowned peaks, among its stupendous gorges and cañons, along its trout streams, and in its mountain parks and flowery meadows. In the mountainous

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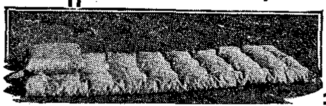

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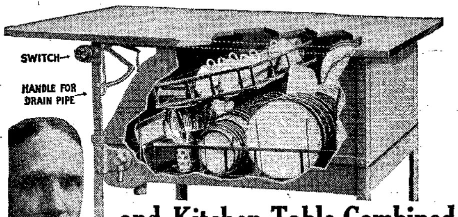

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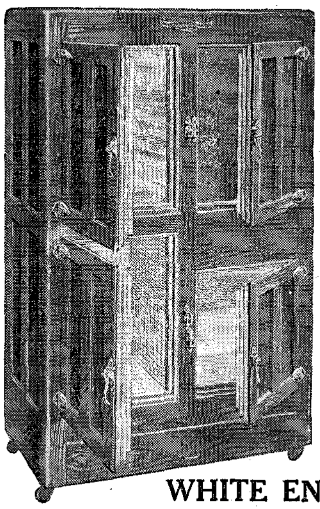
western two-thirds of the State and an adjacent slice of Utah are forty-two of the fifty-four named peaks of the United States over fourteen thousand feet high. Among them, some one has said, are such mountains as "historic Pike's Peak, Mount Massive, the highest of all; Sierra Blanca of the triple crowns, the venerated Holy Cross, the curious Lizard Head, the weird Needles, 'old' Uncompahgre, the big chief; and picturesque Timpanogos."

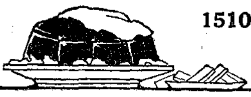
Colorado's playgrounds are both accessible and conveniently grouped. Good trout streams are within a short ride of any town in the State; small game is everywhere and the biggest of big game within fourteen hours by rail and saddle. The Denver & Rio Grande, the Colorado Midland, the Colorado & Southern, the Denver & Salt Lake (Moffat Road), the Denver, Boulder & Western, and the Florence & Cripple Creek (Cripple Creek Short Line) railroads penetrate the mountain fastnesses.

The Denver & Rio Grande main line, the only direct rail connection between Denver and Salt Lake City, and part of a transcontinental route between Chicago or St. Louis and San Francisco, is a wonderful scenic route traversing the Royal Gorge of the Arkansas and crossing the summit of the range at Tennessee Pass, 10,240 feet aloft. There is an optional narrow-gage route between Salida and Grand Junction, using the still loftier Marshall Pass (altitude, 10,856 feet). The Denver & Rio Grande also provides a thousand-mile, four-day "Around-the-Circle" tour. This includes such scenic features of the southern half of Colorado as Pike's Peak, Manitou and the Garden of the Gods, the Royal Gorge, the Black Cañon of the Gunnison, Curecanti Needle, Ouray and the stage-line, the Cañon of the Rio de las Animas, Telluride, and those mysterious memorials of a departed race, the cliff-dwellings of the Mesa Verde.

The Colorado Midland's scenic course from Denver should be mentioned, along Hell Gate, passing bottomless Loch Ivanhoe and the Mount of the Holy Cross to meet the Denver & Rio Grande at Grand Junction. Then there is the Denver, Boulder & Western's "Switzerland Trail," a one-day trip to Boulder Cañon, Glacier Lake, and the Sugar Loaf and Caribou mines. When the "Moffat Road" is finished, it will be the shortest line between Denver and Salt Lake City. A round-trip excursion can be made from Denver to Corona, sixty-five miles away, 11,660 feet high on the crest of the range. Here snowballing is a favorite summer sport. One of the most wonderful short railroad-trips in the world is the Cripple Creek Short Line from Colorado Springs over the very tops of the mountains to the famous mining-town of Cripple Creek. No less unique is the cog-road to the summit of Pike's Peak.

In the heart of the Colorado Rockies is the new Rocky Mountain National Park, including most of the Estes Park region. It is an ideal place for recuperation and quiet. Here Mr. Hughes rested last fall, after his exhausting campaign trip in the West. The most conspicuous mountain in this park is Long's Peak, higher than Pike's Peak. Rocky Mountain Park is reached from Denver by the Chicago, Burlington & Quincy's branch to Lyons, from several stations on the Colorado & Southern, and by motor direct from Denver, about seventy miles away.





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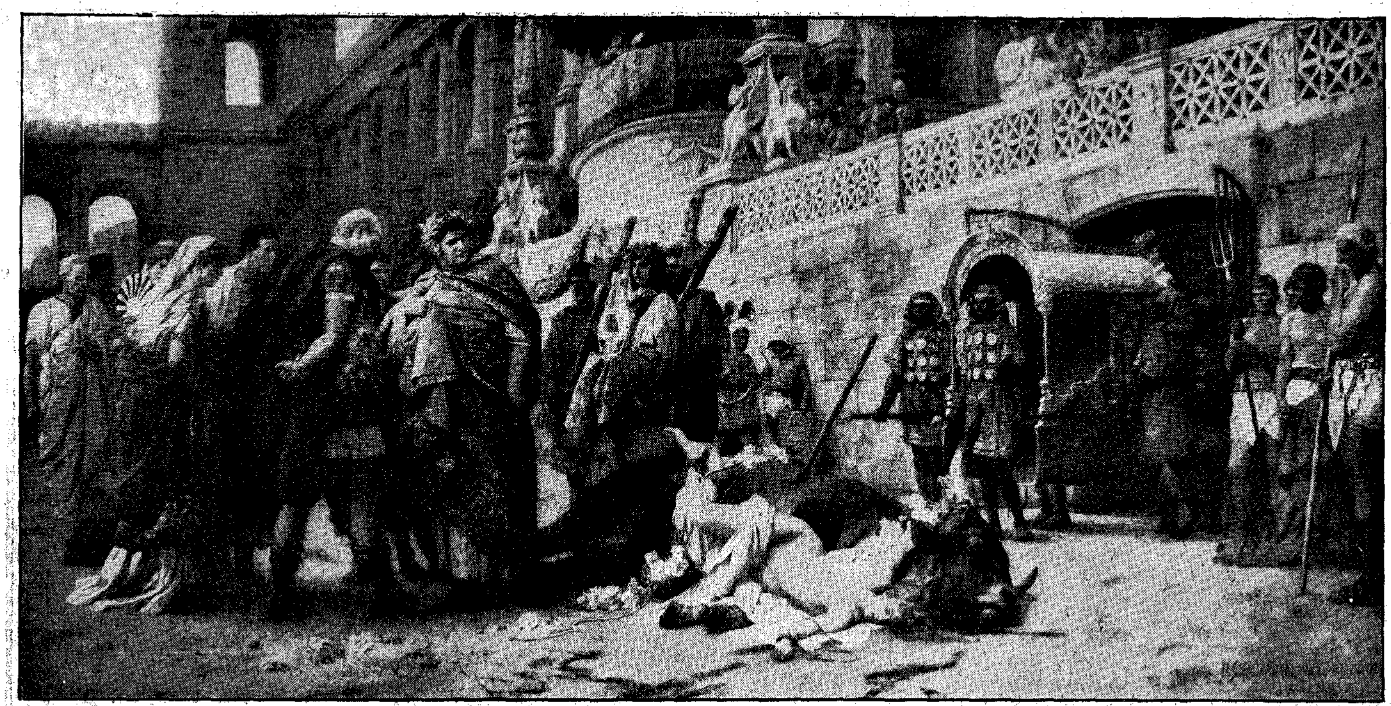

NERO AT THE CIRCUS.—This beautiful painting by Siemiradzki depicts a sample scene from the life of the brutal Nero. The pages of Roman history are filled with his bloody deeds. Tyrannical, profligate, matricide and suicide, he presents, perhaps, history's crowning example of the misuse of great power. *A number of articles concerning him, from the classic writers of Rome, are included, among hundreds of others, in*

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The best-known tourist and health center in Colorado is Colorado Springs. It is a city of beauty and wealth and the point of departure for Pike's Peak and adjacent country, including the Garden of the Gods. Near by is Manitou with its nine medical springs. Electric trolley-lines make accessible much of the mountain scenery near Denver and Colorado Springs. Colorado's new motor-roads should not be forgotten; most wonderful of all is the newly opened Pike's Peak Auto Highway, the world's highest highway, from Colorado Springs to the summit of the famous mountain, 14,109 feet high. Also notable is the convict-built Skyline Drive at Cañon City.

The only railroad entrance to Colorado from the west is by the Denver & Rio Grande. The Colorado & Southern and a branch of the Union Pacific from the north connect Denver with the main line of the Union Pacific at Cheyenne. The Chicago, Burlington & Quincy, Rock Island, Missouri Pacific, and Santa Fé enter the State from the east, making connections from Minneapolis, Chicago, St. Louis, Memphis, and the Atlantic seaboard. The Colorado & Southern and affiliated lines make direct connections with Texas points, while branches of the Denver & Rio Grande and Santa Fé run south into New Mexico.

TRANSCONTINENTAL ROUTES

Prospective travelers often ask which is the interesting and picturesque route across the continent. It is a difficult question to answer in view of the fact that no railroad could be so laid out across the North American continent as to keep all scenes of grandeur, beauty, or curious interest from the sight of passengers. It must suffice to name the lines and to state the chief claims of each to the attention of the beauty-loving or novelty-seeking tourist. One can, and should, procure a round-trip ticket enabling the holder going to the Pacific coast or beyond on any one line to return on any other without extra expense. The regular summer first-class, round-trip rate from New York (*via* Pennsylvania or New York Central) to the Pacific coast is $113.20 (beginning June 25); from Chicago, $73 (beginning June 15). If the western termini of the two routes chosen are not identical, the round-trip rate will be increased in proportion to the distance between them. Various "circle trips" can be arranged at special reduced rates. Many railroads allow passengers to ride on parallel lake or river steamboat lines for portions of the trip either with or without extra charge. It is well to consult ticket agents about such possibilities.

The newest, and for a great part of the distance, most northerly transcontinental route is the Canadian Northern, running from Montreal to Vancouver by way of Ottawa, Winnipeg, and Edmonton, and thence southwesterly through the Rockies to Vancouver. The comparatively new Grand Trunk Pacific has the most northerly Pacific terminus of any transcontinental line. The Canadian Government railroads across northern Ontario and western Quebec connect Government lines of the Maritime Provinces and the Grand Trunk's eastern lines with the Grand Trunk Pacific running from Winnipeg through Manitoba, Saskatchewan, Alberta, and British Columbia to Prince Rupert, a seaport on the Pacific. This line traverses the Canadian Rockies in the Jasper Park and Mount Robson Park sections. The Canadian Pacific has a direct rail line from Montreal and the Atlantic to Vancouver on Puget Sound with branches running to Kingston, Quebec, Toronto, Detroit, and Sault Ste. Marie. Direct connections from Chicago and points tributary are made over the affiliated Minneapolis, St. Paul & Sault Ste. Marie. These great Canadian trunk lines give access not only to the Rocky Mountains, but, either directly or through their branches and connections, to the St. Lawrence and Saguenay valleys, the Georgian Bay hinterland, the Rideau and Muskoka lakes, Algonquin and Quetico National parks, the Temagami region, the Nipigon Forest reserves, and all the great sportsman's territory of lakes, rivers, and forests in northern Ontario and Quebec, and between the Great Lakes and Hudson Bay.

The northernmost line in the United States is the Great Northern, running from Minneapolis and St. Paul to Spokane and Seattle by way of Glacier National Park. Through trains to the west run from Chicago over the Chicago, Burlington & Quincy. From Chicago to the Twin Cities the Burlington trains run for more than half of the way along the eastern bank of the upper Mississippi.

The Northern Pacific practically parallels the Great Northern from the Mississippi River to Puget Sound. It is the direct route to the original entrance of Yellowstone Park. Its finest train, the North Coast Limited, runs from Chicago over the Chicago & Northwestern. Other fast trains from Chicago are operated over the Burlington. Both the Great Northern and Northern Pacific run branches to Winnipeg and both connect with Portland from Spokane by the Spokane, Portland, and Seattle road, which follows for many miles the north bank of the mighty Columbia.

The Chicago, Milwaukee & St. Paul, the only road whose tracks run through from Chicago to Puget Sound, parallels both the roads just mentioned, from Minneapolis west. It is the direct route to Mount Rainier, and through the Cœur d'Alene country in Idaho passengers may break their long railroad journey by making an eighty-mile steamboat and electric-train detour. For 440 continuous miles through the Rocky Mountains the Chicago, Milwaukee & St. Paul operates its trains by electric power, delivered from waterfalls along the route. The twelve million dollars spent on electrification will soon be saved in operating costs. An ingenious system is in use whereby energy acquired on down grades can be used to help turn the dynamos. All three of these northern roads run through remarkably rugged and picturesque mountain country in Montana, Idaho, and Washington.

The Union Pacific, whose direct "Overland Route" follows the trail of the forty-niners, is the oldest of the "Pacific" roads. It operates through trains, including the Overland Limited, from Chicago to Council Bluffs, over the Chicago & Northwestern, over its own main line from Omaha to Ogden, and thence over the Southern Pacific to San Francisco. Other trains leave Chicago by the Chicago, Milwaukee & St. Paul. Trains to the Northwest leave the main line of the Union Pacific for the Oregon Short Line, a subsidiary, at Granger, crossing Idaho and Oregon and follow-

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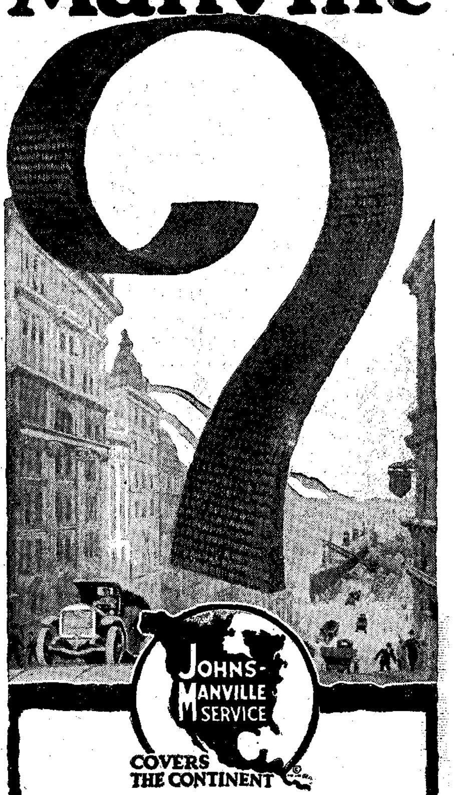

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ing the south bank of the Columbia to Portland, and thence north to Seattle. From Pocatello on this route direct service is afforded to Yellowstone, one of the chief entrances to Yellowstone National Park. Through Union Pacific trains from Chicago to Los Angeles and Southern California operate from Ogden and Salt Lake City south over the Los Angeles & Salt Lake. The northern rim of the Grand Cañon may be reached by a long drive from stations on this road.

The most picturesque central route across the western United States is the Missouri Pacific-Denver & Rio Grande-Western Pacific combination. Through service westward is operated over the Missouri Pacific from St. Louis and Kansas City, trains running for a considerable distance along the Missouri River; from Pueblo, Colo., to Salt Lake City, over the Denver & Rio Grande, trains crossing the Rockies through deep cañons, along rushing torrents and within sight of magnificent mountain ranges, and from Salt Lake City over the Western Pacific, trains crossing beds of pure salt for thirty miles near Great Salt Lake, in Utah, and descending the Feather River Cañon, farther west. Denver & Rio Grande and Western Pacific connections from Chicago may be made most conveniently over the Rock Island to Colorado Springs to Denver or over the Chicago, Burlington & Quincy to Denver.

The Atchison, Topeka & Santa Fé is the only railroad whose tracks run the entire distance from Chicago to Los Angeles and San Francisco. Those who wish to visit the Grand Cañon should take this road. Through cars run to the very rim of the Cañon. Other attractions on this line are the Painted Desert and the Petrified Forest of Arizona, and the high mountain-walled deserts of Arizona through which this line runs possess a marvelous fascination. The Santa Fé is also a convenient route to Southern California resorts and the Yosemite.

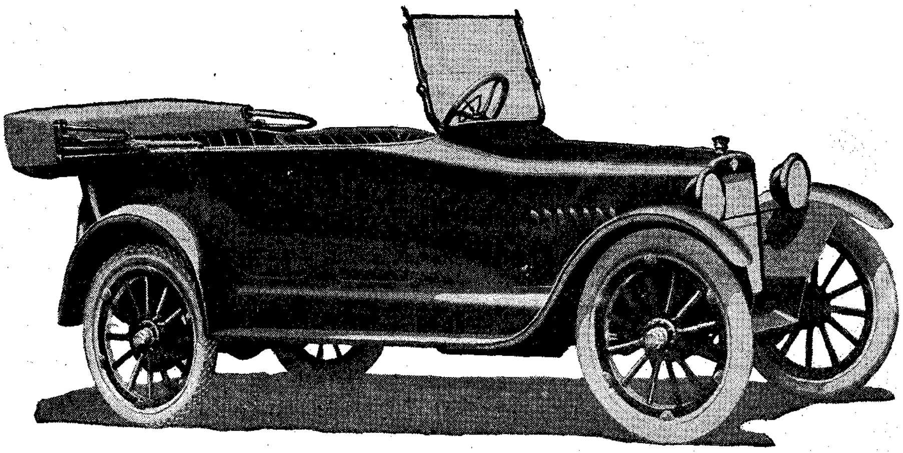
The only other through line to the West is that of the Southern Pacific from New Orleans, through Texas, New Mexico, and Arizona to Los Angeles, San Francisco, Sacramento, Ogden, and Portland. There are two Southern Pacific routes between Los Angeles and San Francisco, one along the Pacific Coast, the other through the San Joaquin Valley, making a connection for the Yosemite. Passengers taking this route may have the option of a day's motor-trip over the Apache Trail between Globe and Phœnix, in Arizona. This region—indeed, the whole desert country of the far Southwest, with the bright green, irrigated patches and the strangely shaped buttes—is as fascinating as that along the line of the Santa Fé. Through cars are run from Washington, D. C., to New Orleans, connecting with the Sunset Limited and other west-bound trains. The Southern Pacific also maintains a twice-weekly steamship service between New York and New Orleans, making the trip in five days.

Besides these transcontinental lines there are several roads running out of Chicago operating through trains or through cars to the Pacific coast. The Chicago & Northwestern's service over the Northern Pacific and Union Pacific has already been mentioned. The Chicago, Burlington & Quincy connects Chicago and St. Louis with Colorado, Wyoming, and Montana, and makes connections with the Denver &

Rio Grande, Union Pacific, Northern Pacific, and Great Northern. It advertises a circle-trip on its lines from Chicago and St. Louis, taking in the Yellowstone, Glacier, and Rocky Mountain parks, and Colorado Springs. The Chicago, Rock Island & Pacific runs a through train over its own lines from Minneapolis, Chicago, St. Louis, and Memphis, to its southwestern terminus at Santa Rosa, N. M., over the El Paso & Southwestern to El Paso, and thence to California over the Southern Pacific. The Rock Island's trains from Chicago and St. Louis to Colorado points have already been noted.

Eastern connections for all these lines are made for the most part at Chicago and St. Louis. Lines from the Atlantic coast to Chicago connect with St. Louis over their own branches or other roads. The New York Central and Pennsylvania railroads make the fastest time between New York and Chicago and New York and St. Louis. Their rates are slightly higher than those of the competing lines. The Pennsylvania runs straight through the mountains of central and western Pennsylvania. The New York Central follows the storied and picturesque Hudson to Albany, railroad- and steamer-tickets being interchangeable for this part of the trip. From Buffalo to Toledo the Central's tracks follow the southern shore of Lake Erie. The Baltimore & Ohio's eastern terminus is Philadelphia; its through trains, however, run into New York over the Reading and the Central Railroad of New Jersey. The portion of its route between Baltimore, Washington, Harpers Ferry, and Pittsburg is full of picturesque scenery and historical associations. The Baltimore & Ohio is, incidentally, the oldest railroad in the country. The Erie, the only other line running to Chicago, does not specialize very largely in through-passenger traffic, but its route along the Delaware Valley and through New York's "southern tier" is most attractive. The Lackawanna, the shortest route between New York and Buffalo and one of the most elaborately developed of all railroads, connects at Buffalo with the Michigan Central and the Nickel Plate for Chicago. The Lehigh Valley, which traverses a beautiful mountainous section of northeastern Pennsylvania, connects at Buffalo with the Michigan Central and the Grand Trunk for Chicago and Canadian points. Passengers going west on the New York Central, Lehigh Valley, and Lackawanna should stop over at Buffalo to see Niagara Falls, which is none the less wonderful and majestic because it has been visited by innumerable brides. New England travel west connects with the New York Central at Albany and Poughkeepsie and with other roads at New York. Southerners going north and west may come to Washington on the Southern, Seaboard, or Atlantic Coast Line, and change to the Pennsylvania and Baltimore & Ohio. Other Southern roads connect with east and west lines at such points as Cincinnati, Louisville, and St. Louis. Roads running east in Tennessee, North Carolina, Alabama, and Mississippi connect with trains for points beyond the Mississippi River at Memphis, Shreveport, and New Orleans. The Illinois Central, running north from New Orleans to Chicago, fed by branches and independent roads in the Gulf States, is a favorite route for Southern passenger traffic to the Middle West and beyond.

SAXON "SIX"



Consider This Certain and Positive Proof of Saxon "Six" Supremacy

First of all turn your attention to the Saxon "Six" motor.

Compare it with the car of less than six cylinders that stands highest in your estimation.

Though that "less-than-six" may be developed to the full limit of its possibilities you still will find lapses between its power impulses.

On the other hand, the Saxon motor, with its six cylinders, develops a continuous flow of power. Vibration has been reduced to a minimum. Uniform torque, the ambition of all motor designers, is attained.

At a speed of 20 miles per hour, the Saxon "Six" motor developed 98% more impulses per minute than did the "less-than-six."

This 98% greater percentage of impulses is vitally significant.

And its significance is concretely expressed in the fact that when this "less-than-six" and Saxon "Six" were tested for acceleration, Saxon "Six" revealed 22% faster pick-up.

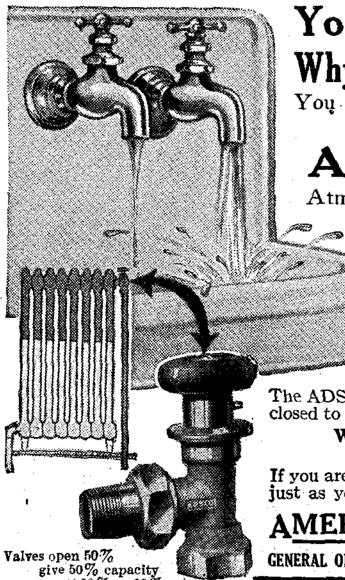
Nor is it in acceleration alone that this smoother power-flow gives the advantage to Saxon "Six."

In every phase of performance Saxon "Six" must be considered supreme among cars costing less than $1200.

There are three body types built on this Saxon "Six" chassis. The big Saxon "Six" Touring car carries five people, the Saxon "Six" Sedan seats five, and the Saxon "Six" Chummy Roadster is designed for four passengers.

(972)

SAXON MOTOR CAR CORPORATION, DETROIT



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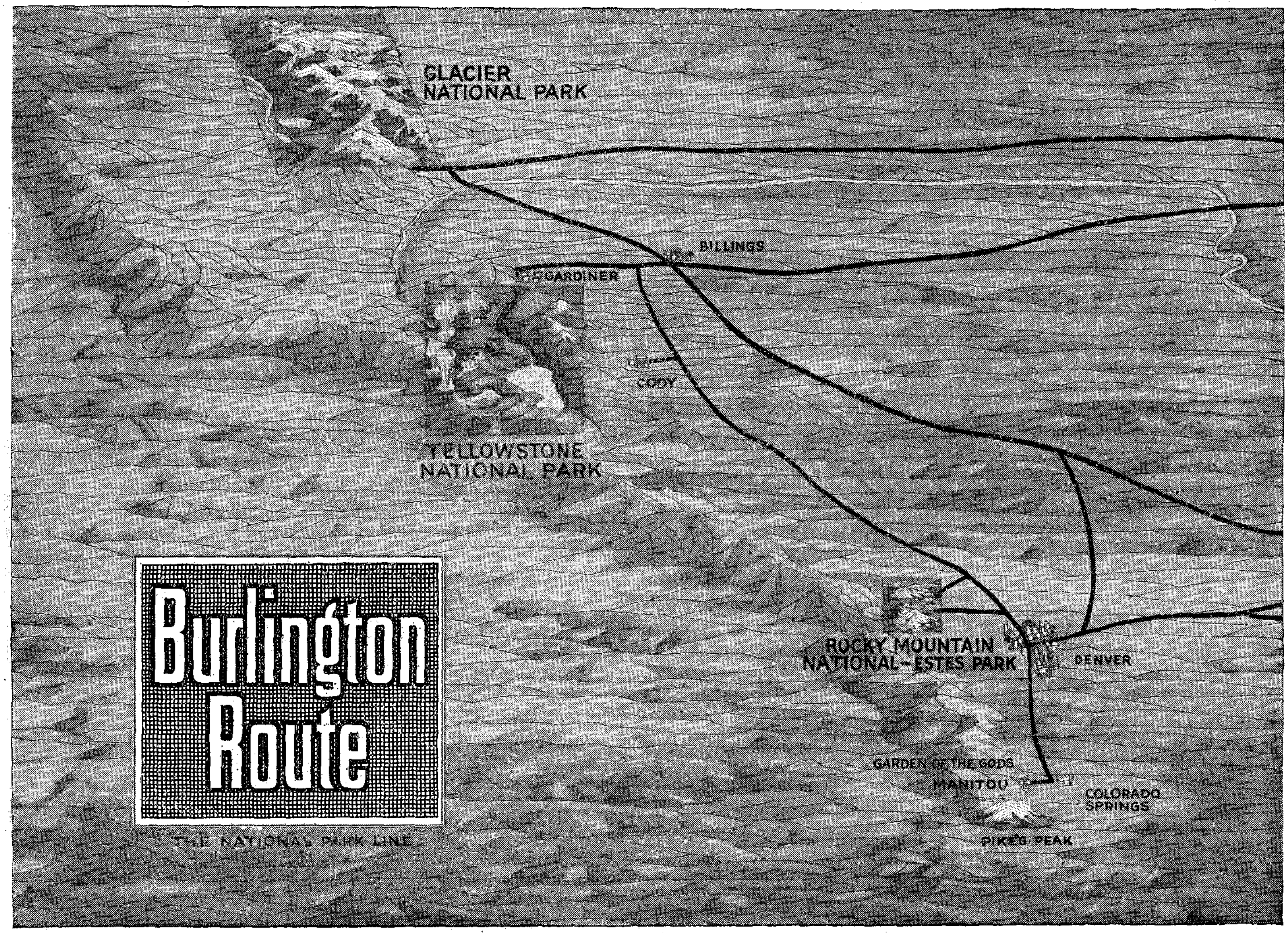

GLACIER NATIONAL PARK
BILLINGS
GARDINER
CODY
YELLOWSTONE NATIONAL PARK
Burlington Route
THE NATIONAL PARK LINE
ROCKY MOUNTAIN NATIONAL-ESTES PARK
DENVER
GARDEN OF THE GODS
MANITOU
COLORADO SPRINGS
PIKES PEAK

This is the way to

TO OUR three celebrated National Parks—Glacier, Yellowstone, and Rocky Mountain (Estes), and, in addition, to Denver and the beautiful Colorado Springs Country (with Garden of the Gods and Pike's Peak near-by)—

All on one circle trip—over one railroad—on through trains!

That is what the Burlington Route offers you.

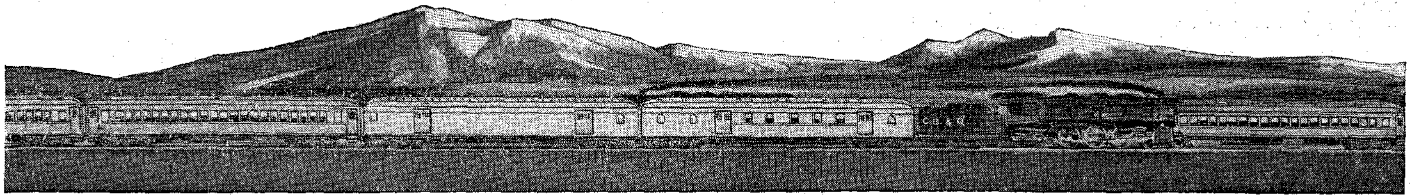
Look at the map! Observe how its direct, straight lines reach out over *all* of this vast Western expanse—note that *every* spot of interest, the *whole* of Nature's wonders in this National Park district, lies directly on the Burlington Route.

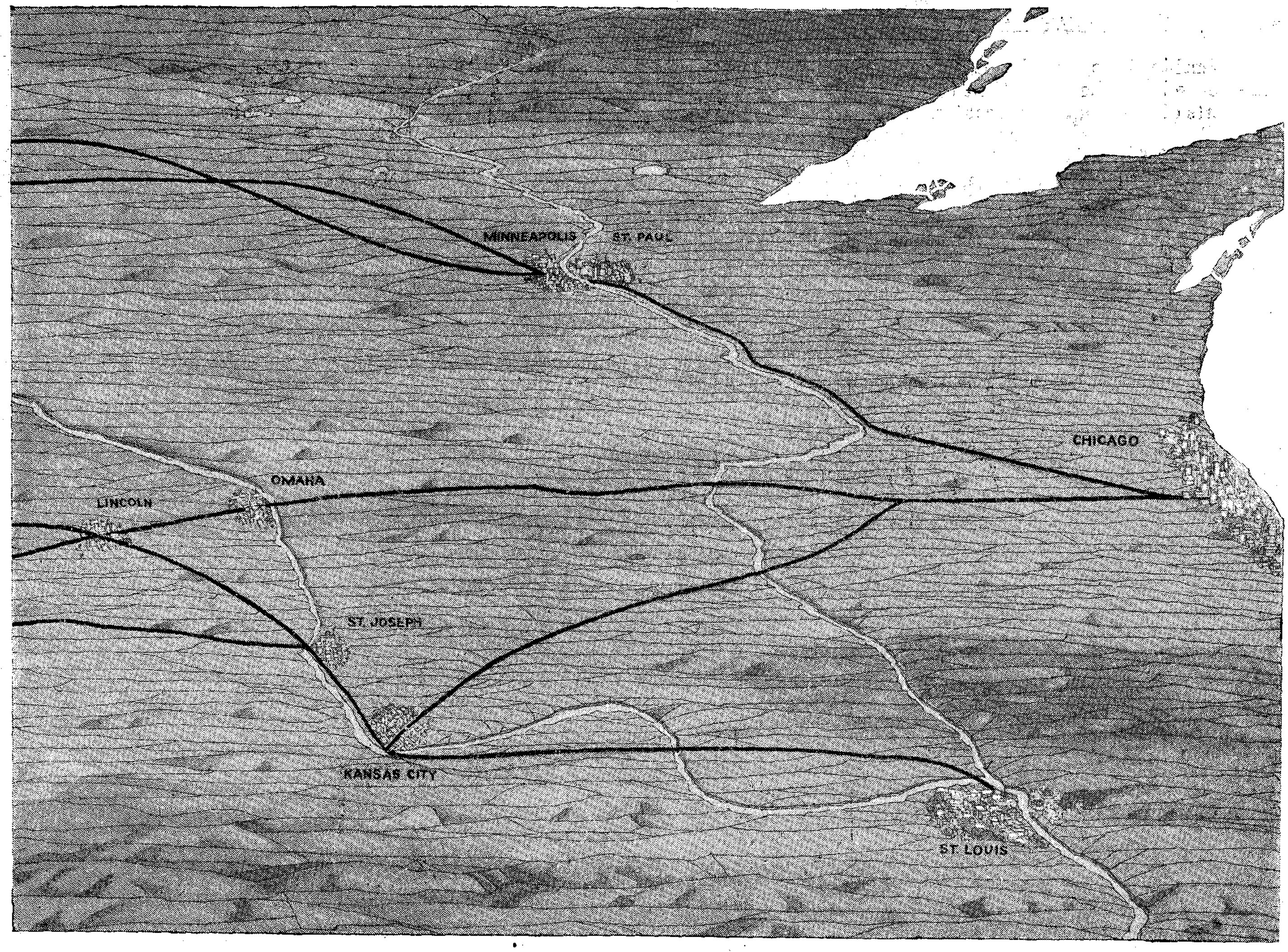
A more pleasant, comfortable, and convenient trip, purely from the standpoint of transportation, cannot be imagined. All of those troublesome details usually attendant upon most long trips are not found on the way to the three great parks. The Burlington carries you straight through to every point—on a single ticket, with no bothersome changes from one station to another, no trouble about "connections."

The Burlington is a prosperous railroad, a highly successful railroad, and its service is the kind you would expect to receive from such an institution. Its roadbed, its sleeping, dining, and lounging cars—every detail of its equipment in fact—is not surpassed by any railroad in the world.

See Cody Road at no extra railroad cost

Last year, by special action, the U. S. Government perfected and opened the now famous Cody Road to the public—opened it because the Superintendent of National Parks reported it to be





the three great parks

"the most beautiful part of Yellowstone Park," a report enthusiastically endorsed by the more than 3500 tourists who saw it for the first time in 1916. The trip over the Cody Road is comfortably made in regularly-scheduled automobiles over ninety miles of perfect Government-built highway. It costs no more to go to or return from Yellowstone Park by way of Cody—do not miss it.

Tour the three great National Parks

Glacier, Yellowstone (exit by way of the Cody Road), and Rocky Mountain (Estes) Parks and, in addition, Denver and Colorado Springs (with Pike's Peak, Manitou, and the Garden of the Gods near-by) can all be visited on one trip, on one railroad—the Burlington—and on one round-trip ticket.

Let us help you plan your trip

See the railroad ticket agent in your city or write to the nearest Burlington representative listed below. These men have themselves made the trip, they have planned hundreds of such trips for others, and you will find their advice invaluable in planning yours. If you cannot see them in person they will send you illustrated descriptive literature containing maps and complete information without charge—gladly make all arrangements for a perfect "See America Best" vacation tour.

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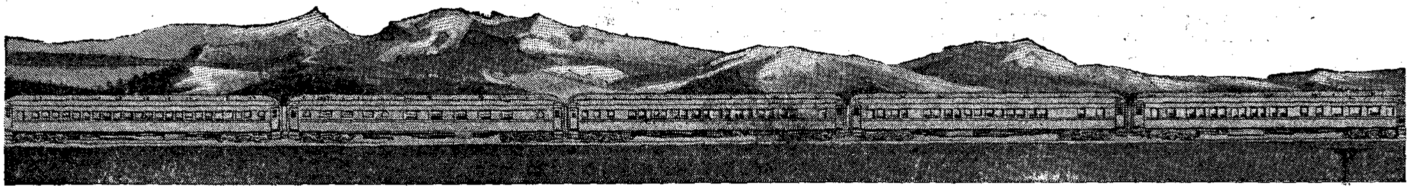


THE GREAT LAKES

Steamship lines on the Great Lakes have once before been mentioned as forming parts of transcontinental routes. They also offer attractive day or night journeys between such important lakeside cities as Duluth, Milwaukee, Chicago, Detroit, Cleveland, Buffalo, Toronto, and Rochester. Besides this, they carry passengers to hundreds of delightful lake-shore resorts. Altho it can not be too often insisted upon that our German enemies are in no position to harass our Atlantic seacoast towns, it is undoubtedly true that many vacation-seekers will prefer resorts on our inland seas. The Canadian Pacific's lake steamships run from ports in Georgian Bay through myriads of islands in that body of water and in the northern part of Lake Huron through St. Mary's River and Lake Superior to Port Arthur and Fort William, there connecting with the main railroad-line west. As evidence of the sturdiness of these ships, it may be noted that four of the fleet were built in the shipyards of the Clyde in Scotland. The Great Lakes Transit Corporation provides service on Lakes Superior, Huron, Michigan, and Erie, connecting Duluth and points on the south shore of Lake Superior with Sault Ste. Marie, Mackinac, Milwaukee, Chicago, Port Huron, Detroit, Cleveland, and Buffalo. All steamers going from Lake Superior to Lake Huron pass through the Soo Locks of a ship-canal which parallels the rapids of the St. Mary's River. There are two canals here, one on the American and one on the Canadian side. People who have never traveled on the Great Lakes can hardly imagine the enormous traffic they carry, principally freight. Even before the war more than twice as much tonnage passed through the American Soo Canal during the open season (generally March to November) than did through the Suez Canal in an entire year. The Goodrich Steamship lines connect Chicago and Milwaukee with other points on Lake Michigan and continue to Mackinac Island—a picturesque isle in the strait connecting lakes Michigan and Huron—and on to Sault Ste. Marie. One of the oldest and most popular lines formerly connecting Duluth with Chicago and Buffalo, the Northern Steamship Company, has discontinued its service. Among the other Great Lake lines are the Chicago, Duluth, and Georgian Bay Transit Company, which offers a series of weekly cruises from Chicago, occupying from a week to twelve days at low, all-inclusive rates; the Northern Navigation Company, connecting Sault Ste. Marie with the Lake Superior and Georgian Bay ports, and the Cleveland and Buffalo and the Detroit and Cleveland lines with their palatial steamers on Lake Erie. There are a number of other lines serving large and small Great Lake ports during the summer season.

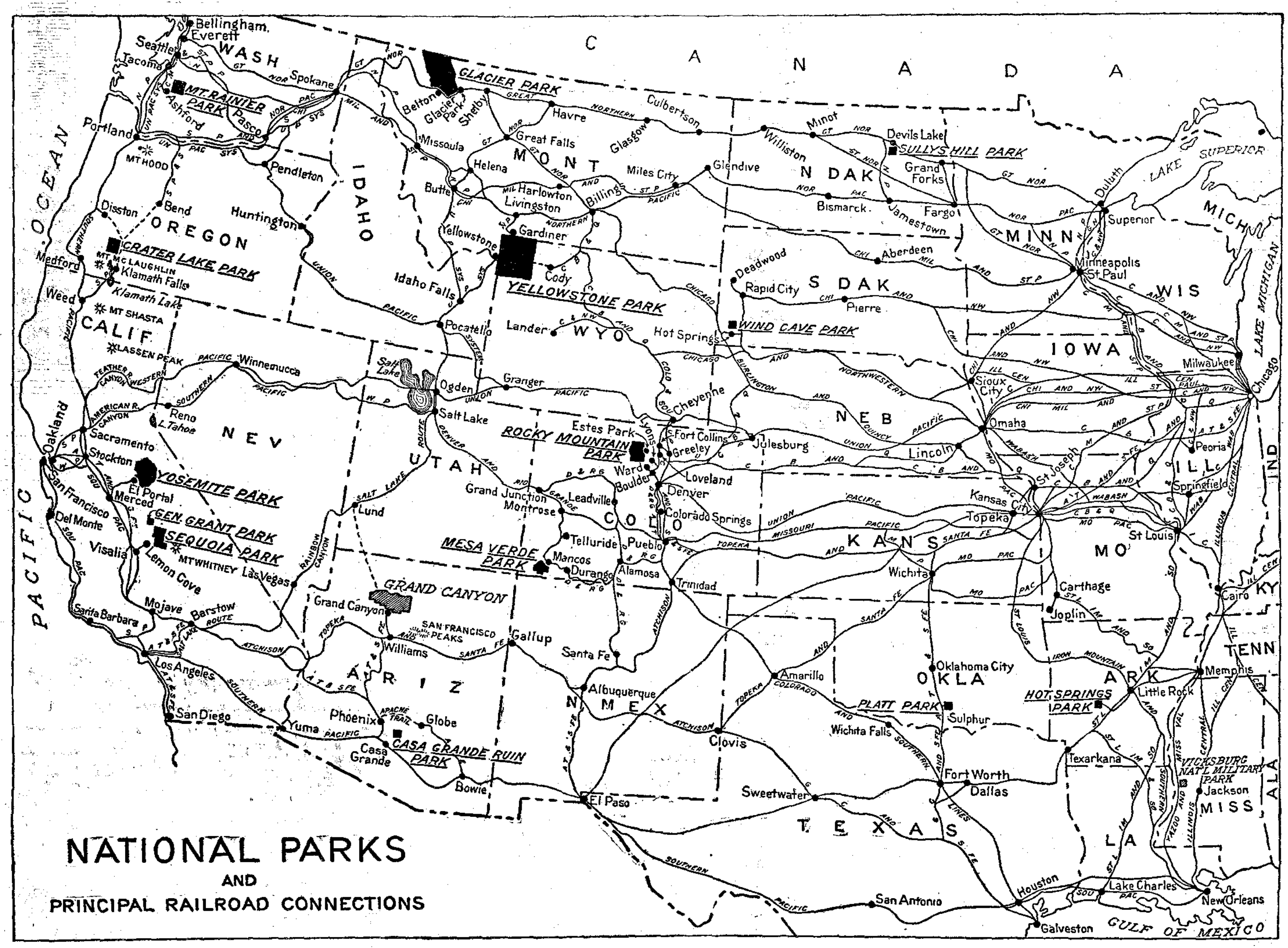
ONTARIO AND THE ST. LAWRENCE

While the Welland Canal connects Lake Erie and Lake Ontario. it is not regularly used by passenger-ships. Lake Ontario and St. Lawrence River ports are served by the Canada Steamship Lines, which also operate a through service from Toronto and Rochester through the Thousand Islands and the St. Lawrence to Prescott, where passengers are transferred to smaller steamers to shoot the rapids of the St. Lawrence, thence to Montreal, where another transfer is made for Quebec, the lower St. Lawrence, and the dark and mysterious Saguenay. Railroad connections can be made from New York to points on this line, and a special connecting service by rail has just been arranged between Boston and New England points connecting with the river steamers for the St. Lawrence trip at Ogdensburg, N. Y

LANDS OF LAKES AND RIVERS

Besides the Great Lakes themselves, there are thousands of resorts and much beautiful country for fishing, hunting, camping, and canoeing in more or less adjacent sections of Wisconsin, Michigan, New York State, and Ontario. Some of the bays and inlets are reached by steamers from lake ports, but most of these places can be best approached by rail. There are the Muskoka Lakes, in Ontario, reached by the Canadian Pacific, Canadian Northern, and Grand Trunk; Lake Nipissing, the chain of lakes north of Lake Ontario, reached by the Grand Trunk and Canadian Pacific; the popular Thousand Islands of the St. Lawrence, and lakes and rivers farther north reached by several Canadian railroads.

A similar lake region, on a smaller scale,


NATIONAL PARKS
AND
PRINCIPAL RAILROAD CONNECTIONS

CANADA
PACIFIC OCEAN
GLACIER PARK
MT. RAINIER PARK
CRATER LAKE PARK
YELLOWSTONE PARK
WIND CAVE PARK
SULLYS HILL PARK
YOSEMITE PARK
GEN. GRANT PARK
SEQUOIA PARK
ROCKY MOUNTAIN PARK
MESA VERDE PARK
GRAND CANYON
CASA GRANDE RUIN PARK
PLATT PARK
HOT SPRINGS PARK
VICKSBURG NAT'L MILITARY PARK
WASH
OREGON
IDAHO
MONT
N DAK
S DAK
WYO
CALIF
NEV
UTAH
COLO
ARIZ
N MEX
NEB
KANS
OKLA
TEXAS
MINN
IOWA
WIS
MO
ILL
ARK
LA
MISS
TENN
KY
ALA
IND
MICH
LAKE SUPERIOR
LAKE MICHIGAN
GULF OF MEXICO
Bellingham
Everett
Seattle
Tacoma
Spokane
Portland
Pasco
Ashford
Pendleton
Huntington
MT HOOD
Disston
Bend
Medford
MT McLAUGHLIN
Klamath Falls
Klamath Lake
Weed
MT SHASTA
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Winnemucca
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Globe
Casa Grande
Bowie
Williams
Grand Canyon
SAN FRANCISCO PEAKS
Gallup
Santa Fe
Albuquerque
El Paso
Belton
Glacier Park
Shelby
Havre
Great Falls
Missoula
Helena
Butte
Harlowton
Livingston
Billings
Glasgow
Miles City
Glendive
Culbertson
Williston
Minot
Devils Lake
Grand Forks
Fargo
Jamestown
Bismarck
Gardiner
Yellowstone
Cody
Idaho Falls
Pocatello
Lander
Hot Springs
Deadwood
Rapid City
Pierre
Aberdeen
Salt Lake
Ogden
Granger
Cheyenne
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Fort Collins
Greeley
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Wichita Falls
Clovis
Fort Worth
Dallas
Sweetwater
San Antonio
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Little Rock
Memphis
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New Orleans
GREAT NORTHERN
NORTHERN PACIFIC
UNION PACIFIC
SOUTHERN PACIFIC
WESTERN PACIFIC
SANTA FE
ATCHISON
CHICAGO & NORTHWESTERN
BURLINGTON
ROCK ISLAND
MISSOURI PACIFIC
WABASH
ILLINOIS CENTRAL

From the National Parks Portfolio, Department of the Interior.

is found in northern Wisconsin and the upper peninsula of Michigan and in eastern Minnesota. Here is a perfect paradise for camping and canoeing, very easily reached from Chicago over the Chicago & Northwestern, Chicago, Milwaukee & St. Paul, and Minneapolis, St. Paul & Sault Ste. Marie. The Northwestern's branch lines are especially convenient for reaching the territory between Green Bay and Lake Superior. Interesting lakeside and inland camping country can be reached from Duluth by the Duluth, South Shore & Atlantic, and from Minneapolis by the Minneapolis, St. Paul & Sault Ste. Marie, and from Sault Ste. Marie by both roads. Maps of this "North Woods" country can be obtained from any agent of the Northwestern road. The southern part of this lake country can also be reached conveniently by the Chicago, Milwaukee & St. Paul, and also by motor from Chicago and Milwaukee.

The northwestern part of the lower peninsula of Michigan has a delightful lake country reached by such lines as the Grand Rapids and Indiana, Ann Arbor, Michigan Central, and Pere Marquette. Much of this country can also be reached by motor from Chicago, Grand Rapids, and Detroit, and ports on Lake Michigan. Such health resorts as Mount Clemens and Battle Creek are almost too well known to need mention.

ON THE FATHER OF WATERS

Perhaps less varied than the St. Lawrence trip, but possessing an interest all its own, is the sail up the Mississippi on the Streckfus Line steamboats from St. Louis to St. Paul. This takes in such well-known river towns as Alton, Hannibal—Mark Twain's old home—Quincy, Keokuk, where the boats pass in a canal around a great power dam, the only dam across the Mississippi, Burlington, Rock Island, Dubuque, and Minneapolis. Combination rail and boat round trips may be arranged, beginning at any point on the river at Chicago, while automobiles may be carried on board steamers. The southward trip may be continued down the Mississippi on Lee Line of steamers from St. Louis.

THE OZARKS

People of the Middle West and South, and even Easterners, might well be better acquainted with the Ozark section of southern Missouri and northern Arkansas. The Ozark Mountains are the highest elevation between the Rockies and the Alleghanies. They are beautifully wooded and are traversed by pleasant rivers like the White, the James, the Black, the Gasconade, Osage, and Merrimac. This vacation land is reached by the Missouri Pacific-Iron Mountain system and the St. Louis & San Francisco, making connections from St. Louis, Kansas City, Topeka, Memphis, New Orleans, and Dallas.

SOUTHERN MOUNTAINS

From the resorts centering about Chicago and St. Louis we return to those easily accessible from New York and other eastern cities. Southern seashore resorts do not attract northern travel in summer, but the mountains of North Carolina and Virginia are full of cool and delightful spots which are fully appreciated by the residents of Richmond, Washington, Balti-

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Amidst scenery of incomparable grandeur, stretch miles of smooth, hard roads,—cut out of the living rock,—knowing nothing of mud, and mire and ruts — the finest motoring highways in the world.

Visit Rocky Mountain National Park (Estes). Your railroad ticket there includes the Rocky Mountain Parks Transportation Company's famous seventy-mile-each-way auto trip from Denver. To reach Denver take the

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—Daily to Denver, Colorado Springs and Pueblo—

A superb train via Rock Island Lines—no extra fare. Only direct route from the east to both Denver and Colorado Springs.

Leave La Salle Station, Chicago, any morning and enjoy dinner among the Colorado Rockies next day. See the Rocky Mountain National Park (Estes) and Pike's Peak Region.

Other convenient modern all-steel trains from Chicago, St. Louis and Memphis.

Reasonable expense, low round-trip fare and hotels to fit every purse. Let us tell you just where to go, what to see and how little it costs. Write today.

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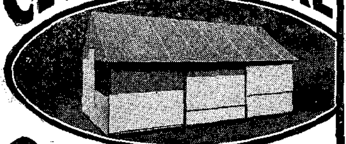

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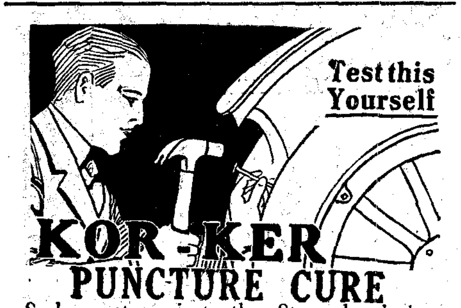
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more, Philadelphia, and even New York. In North Carolina, Asheville, "the land of the sky," is reached by the Southern Railroad and Chesapeake & Ohio. It is in the heart of the southern Alleghanies, not far from Mount Mitchell, the highest peak east of the Rockies. To the north are other mountain resorts and places of curious and historic interest, such as Roanoke, Staunton, Lexington, Natural Bridge, the Luray Caverns and Grottoes, Charlottesville, Winchester, Shenandoah Valley, and Harpers Ferry. These places may be reached from the north by the Baltimore & Ohio and Southern railroads and from the Atlantic seaboard and the Middle West by the Chesapeake & Ohio and Norfolk & Western. A natural wonder, nowadays little heard of, but as well worth seeing as ever is Mammoth Cave in Kentucky. This underground labyrinth is on a branch of the main line of the Louisville & Nashville. Still farther south is Chattanooga with its wealth of Civil-War associations which may be reached from the north by the Southern and Queen & Crescent systems.

NEW JERSEY AND PENNSYLVANIA

New Jersey's populous seaside resorts, it may be remarked again, are no more likely to hear the sound of guns than Waukegan or Keokuk, and the hotels at Atlantic City and the chain of resorts from Long Branch to Point Pleasant are again ready to accommodate thousands. Northern New Jersey and eastern Pennsylvania are full of mountain resorts accessible for week-end and longer sojourns from New York and Philadelphia. Among these are such favorite spots as Lake Hopatcong, the Delaware Water Gap, and the Poconos.

EMPIRE STATE VACATIONS

New York, which leads in wealth and population, yields to no eastern State as a vacation ground. The Hudson River, which furnishes in its 150 miles to Albany what is generally considered the most beautiful river scenery in the world, is also the gateway to the Catskills, to such unique and attractive spots as Lake Mohonk and the great short-vacation counties of Orange, Ulster, Sullivan, and Delaware. These sections are, of course, also accessible by rail over the West Shore, Erie, Ontario & Western, and Ulster & Delaware. North of Albany the New York Central and Delaware & Hudson railroads reach the primitive and health-giving Adirondacks. The last-named railroad also leads to Saratoga Springs, whose glories have of late been revived, to the beautiful and increasingly popular Lake George, to historic spots like Fort Edward, Fort William Henry, Fort Ticonderoga, and Crown Point and on to Lake Champlain, which stretches north between the Adirondacks and the Green Mountains to the Canada border. Through service from Albany to Montreal is maintained by this road, giving a daylight boat-trip on Lakes George and Champlain. Other routes to Montreal are the New York Central—Rutland—and the New York, New Haven & Hartford—Central Vermont. The New Haven also provides a through service to Quebec from New York and New England. Near the shores of Lake Champlain, on the edge of the Adirondacks, is Ausable Chasm. The two officers' training-camps for the northeastern section are situated respectively at Plattsburg, on Lake Champlain, and Sacketts Harbor, on Lake Ontario. In western and central New York, once the hunting-ground of the Iroquois, are a chain of placid lakes lying among gently sloping hills, bearing such names as Cayuga, Canandaigua, Seneca, Onondaga, Oneida, and Keuka. At the head of Seneca Lake is Watkins Glen, a romantic chasm well worth visiting. Here, too, are the famous Glen Springs, whose waters compare favorably with those from such celebrated foreign spas as Bad Nauheim. Still farther to the west thousands will mingle education with pleasure at the mother of all Chautauquas. The central lake section may be reached from New York by the New York Central, West Shore, Lehigh Valley, New York, Ontario & Western, and Erie railroads. Chautauqua Lake may be reached from New York over the Erie Railroad and from Buffalo, Pittsburg, and the west by the Pennsylvania. New York's greatest scenic wonder is Niagara Falls, the mightiest and most famous of all cataracts, some twenty miles north of Buffalo. Below the falls the deep gorge may be followed to the mouth of the river at Fort Niagara. There are vacation haunts all along the shore of Lake Ontario and the St. Lawrence River, which are reached by the New York Central. Long Island contains the most popular beaches and seashore resorts of the State, from Coney Island and Rockaway to Southampton and Montauk.

IN OLD NEW ENGLAND

New England may well be termed a land of factories and scenery. It has beauties of mountains, of rivers, of wild woods, and rocky shores. Nearly all of this interesting land is conveniently and quickly reached by the New Haven road from New York, the Boston & Albany from the west, and the Boston & Maine from Boston. The new Hell Gate Bridge over Long Island Sound at New York makes possible the running of through trains between Washington, Philadelphia, and New England. Two trains daily now run in each direction over this new route between Boston and Washington on the tracks of the New York, New Haven & Hartford and the Pennsylvania. The southern half of New England is covered by a network of electric roads. Steamboat lines connect New York, New Haven, New London, Providence, Fall River, Boston, Portsmouth, and Portland. Furthermore, a series of excellent motor roads connect New England's points of scenic, historic, and literary interest, and good hotels may be found almost anywhere.

West of the Connecticut in Massachusetts are the Berkshires dotted with country estates of the wealthy. The White Mountains of New Hampshire are perhaps the most popular playground of the east. Hotels, boarding-places, and summer colonies cluster about the Presidential Range. The less frequented Green Mountains of Vermont are no less beautiful and are especially attractive to lovers of long walks. A Green Mountain Trail has been marked out, running along the mountain-tops for nearly the length of the State.

Moving northeastward, mountains give way to lakes; tennis-players, golfers, and cottagers to fishermen and to campers. The North Woods of Maine furnish a wilderness rough enough for any one. And what a multitude of lakes with their wonderful

Indian names—Sunapee and Winnipesaukee in New Hampshire are but a beginning. In Maine we find among many others the Rangeley Lakes, Sebago, Mooselookmeguntic, Kenenbago, Moosehead, and Chesuncook. The Maine Central, Bangor & Aroostook, and Canadian Pacific lines lead to this lake and mountain country.

THE SHORES OF NEW ENGLAND

The New England coast deserves especial mention. From the sheltered harbors on Long Island Sound to the easternmost craggy isles of the stern Maine coast these shores have a charm all their own. They will this year again attract artists, tired professional people, campers, lovers of water-sports, and families seeking healthful summer homes. Every State can furnish its quota of favorite seaside haunts. There is New London and Sound Beach in Connecticut, Watch Hill, Narragansett Pier, and Newport in Rhode Island, Martha's Vineyard and Nantucket off the Massachusetts coast, Provincetown on Cape Cod, Plymouth of the Pilgrim Fathers on Cape Cod Bay, the beaches about Boston, and Gloucester, Salem, Marblehead, and Cape Ann along the Massachusetts "North Shore." There is Portsmouth, New Hampshire, with its memories of the treaty-making which ended the last great war, and there are the beautiful Isles of Shoals. Along the Maine coast with its rivers, bays, and islands, many of them reached by boat from Boston and Portland, are such familiar places as Kennebunkport, Old Orchard, Bath, Rockland, Bar Harbor on Mount Desert Island, and Eastport.

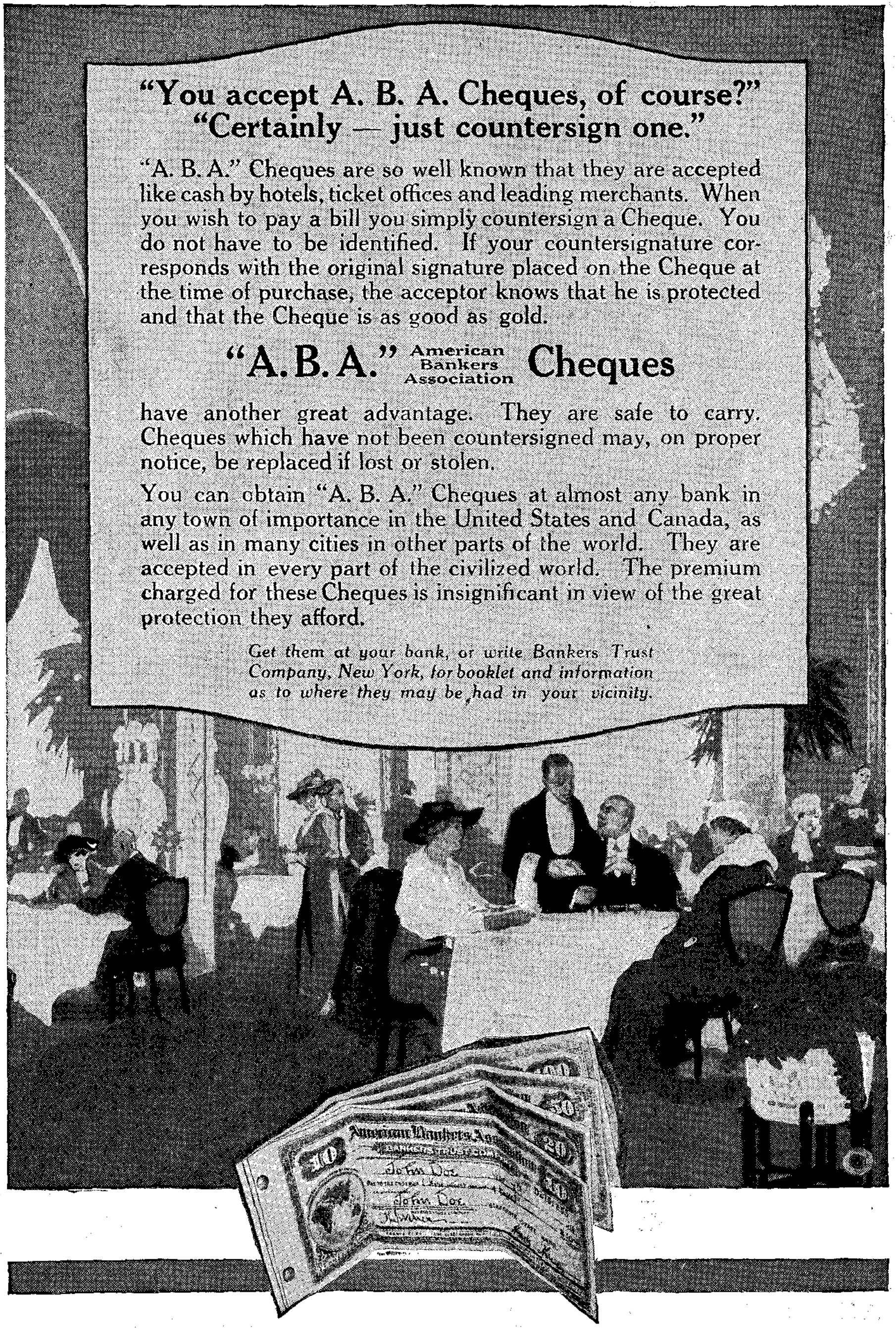
CANADA'S MARITIME PROVINCES

Beyond Maine the Canadian provinces of New Brunswick, Nova Scotia, and Prince Edward Island offer themselves to the camper, fisherman, and summer tourist. These regions may easily be reached over the New England railroad lines through Portland or by Canadian lines from Montreal and Quebec. Water routes to these provinces and Newfoundland may be somewhat disarranged by war conditions. The Red Cross Line (New York to Halifax and St. John's) lost one of its ships at the hand of a German submarine last summer and schedules for the coming season have not yet been announced. There will undoubtedly be comfortable and frequent service between Newfoundland and the mainland to Cape Breton, Chaleur Bay, and the picturesque Gaspé coast. The excursion trips along these shores, from Quebec and New York, which have been so popular in past seasons have been abandoned for the present. Before planning for trips in this section it would be well to make inquiries at tourist agencies.

CITIES AS SUMMER RESORTS

Those of us "in city pent" do not, if we are wise, sit and sigh for green fields and rolling waves. We look about, and find cheerful and healthful recreation close at hand. In almost every city there are parks, golf and tennis grounds, sometimes beaches, that can be enjoyed late afternoons and long summer evenings. And to these may be added the river, or lake- or mountain- or seaside-resorts which can be reached for week-end visits.

There are several cities which are thronged by vacationists every summer. Foremost among these is Quebec. Its rail and water



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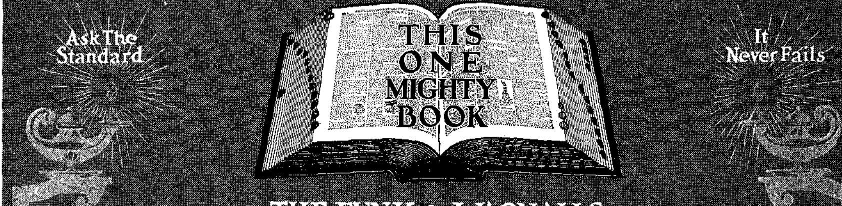

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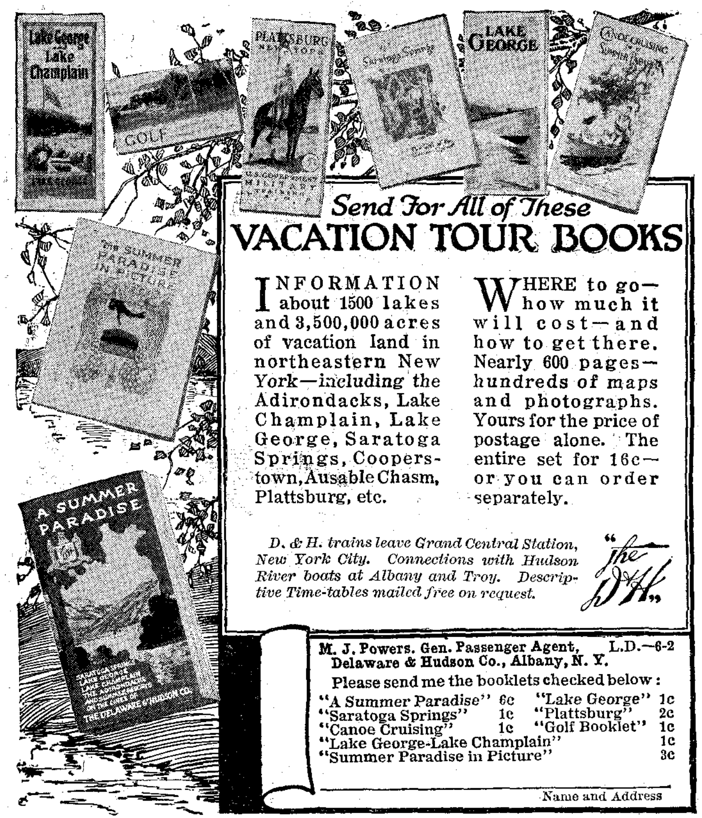

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connections have already been noted. Its location on the heights above the junction of the St. Lawrence and the St. Charles is superb. The view from Dufferin Terrace and the great Château Frontenac extends across and down the river over the Isle d'Orléans, and to the Laurentian Mountains beyond. Like New Orleans, it is a French city in America. The old streets terraced along the hillside between the upper and lower towns are quaint in the extreme. The old city wall, the churches, and the battle-field on the Plains of Abraham are rich in interest. A short trolley-ride takes the traveler to the miracle-working shrine of Ste. Anne de Beaupré and the Falls of Montmorency.

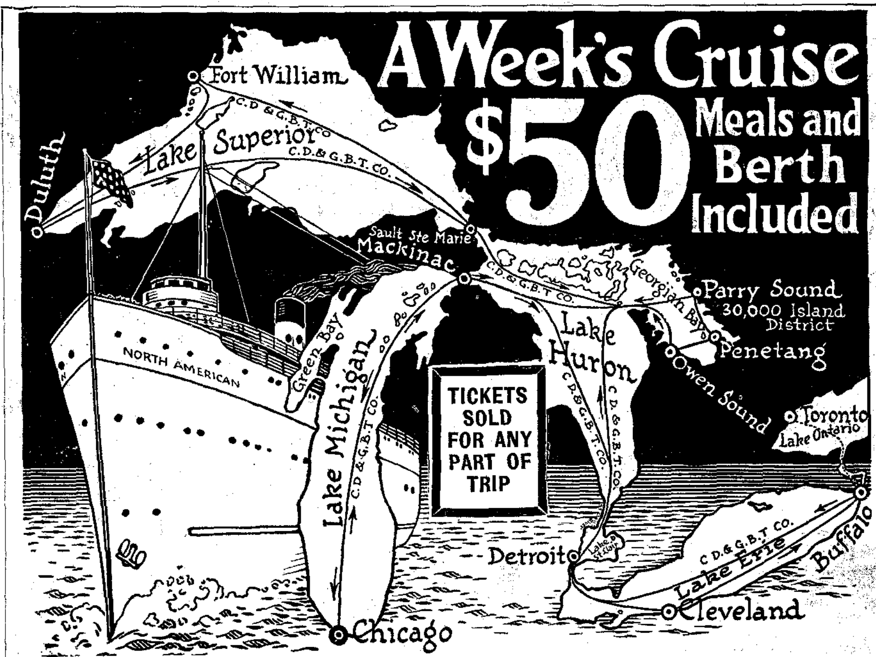
Montreal and Quebec are generally visited on the same trip. The Canadian metropolis is the railroad center of eastern Canada, reached by all east and west lines and by several railroad routes from New York and Boston. The Canadian Northern is now making an entrance into the city by tunneling Mount Royal. There are delightful drives and river trips about Montreal. Within the city are interesting churches, pleasant parks, and a number of comfortable hotels.

New-Yorkers sometimes speak of their city as "the greatest summer resort in the world." The thousands of men and women from the West and South who come to the city for the university summer schools have no trouble in finding recreation. Within two hours' ride of New York are Coney Island, Rockaway, Long Beach, and other somewhat less-known Long Island shore resorts. The famous New Jersey shore is reached by a short rail or boat trip. Even ferryboat trips are refreshing and reveal the beauties of the sky-scraper city. Across the Hudson from up-town New York are the Palisades, now a part of a great Interstate Park. Several steamboat lines connect with Albany and nearer Hudson River points. Accessible by rail are such near-by hills as the Watchung range, the Ramapos, and the Highlands of the Hudson. Perfect motor-roads extend through Long Island, New Jersey, and adjacent sections of New York.

Boston, like New York, is favored by its seaside location, and attracts many summer visitors. Nantasket and Revere Beach are as well known as New York's similar resorts. The Cape Cod country and the South Shore may be visited by boat or rail. All about Boston are names rich in historic associations: Plymouth, Salem, Concord, Lexington, Cambridge, and Bunker Hill.

Chicago is blessed with an adequate system of parks, lake-shore beaches, rapid transit to resorts on Lake Michigan, and good roads to the interior lake region of southern Wisconsin. The dunes in Indiana on the Lake Michigan shore are well worth visiting; a movement is on foot to make a National Park of the dune country.

These are but a few of the cities not located in what is considered resort territory, which may well be considered in planning short or long vacations. Madison, Wis.; Providence, R. I.; Rochester, N. Y.; Toronto, Canada; Minneapolis, and St. Paul, Cleveland, Kansas City, Buffalo, and Detroit, are names picked at random from the list of Northern cities whose fortunate situations, well-planned park systems, and shaded streets invite the traveler to spend pleasant hours or days within their hospitable gates.



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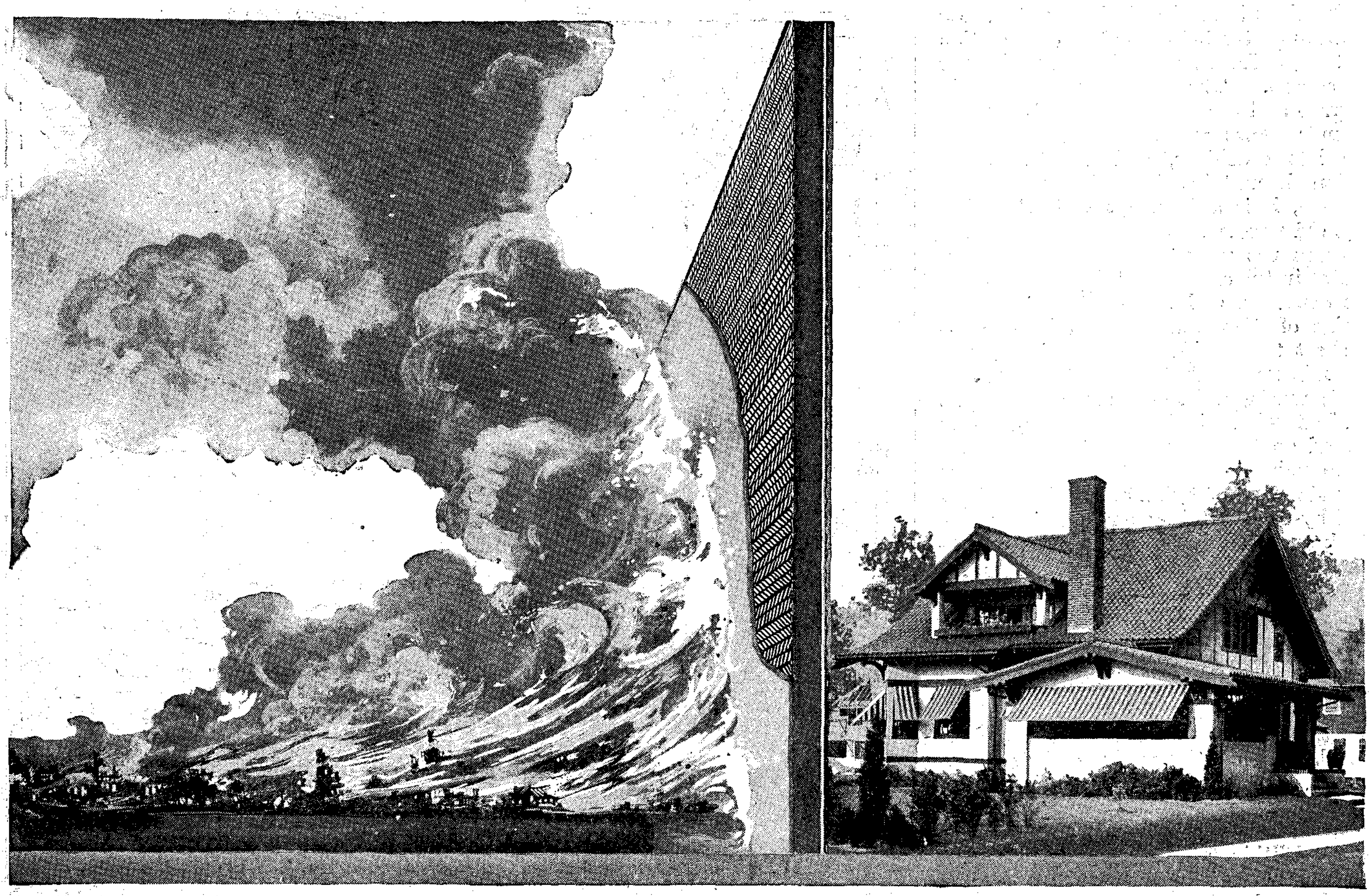

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